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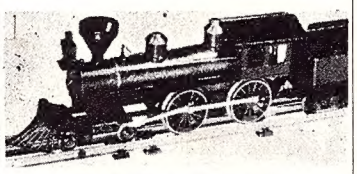

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ABOUT THE COVER: There isn't much time left for model railroading, after putting in a full day at East Hartford's Trinity College, as a student instructor, followed by post graduate work in chemistry. Even so, Fred Oberender did find time to cast some admiring glances at Lloyd Giebner's latest, an HO replica of an LCL Break Bulk freight terminal. You'll find a complete How-To-Do-It article on this model on page 20 of this issue.

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A Letter From The Editor

THE job of presenting a fresh and new model railroad magazine to our readers each month is a pleasant enough task,

Nevertheless, the production of each issue does present its problems: authors must be contacted and occasionally prodded, copy must be prepared, drawings made, photographs taken. Each department: editorial, executive, circulation, advertising, production, must make their decisions rapidly to bring your RMC to you on time. One of our big problems is that of gauge. We try to please the largest possible number of readers. Every issue includes a number of all gauge articles and features of interest to everyone. The big problem comes with the construction articles, which of necessity, are usually slanted toward one specific gauge. Where possible, plans are presented full size for the article in question with most RMC plans being reproduced full size for HO gauge. Drawings which we feel have special merit are presented full size for O gauge wherever space permits. Occasionally we give the minor gaugers a break, too, with plans for TT and S gauge.

Naturally this arrangement won't please everybody. So, a suggestion. When plans for a pet engine, car, or structure appear in RMC that are not drawn to your specific scale, have a photostat made to your scale. Nearly every town has a blueprint firm that can do this work and the cost is surprisingly low. It'll save wear and tear on your magazines, too. Photostats will save you hours of needless transposing of dimensions and also eliminate the chance of error in converting dimensions.

Possibly other problems on model railroading are also bothering you. If so, drop us a line at our Ramsey, New Jersey address. We'll help if we can,

Hal Carstens

Next Month—

Fall is just around the corner, bringing with it the old model railroad bug, biting where it'll be felt the most. As a good remedy for model railroad bug bites, we can't think of anything better than a copy of RMC and the October issue promises to be a real humdinger. We've got a top notch photo story lined up on another of the best model pikes in the country and we know you'll enjoy exploring it through the pages of RMC . . . Bill Schopp starts building a husky 0-8-0 switcher in HO gauge. There's no 0-8-0 available in kit form at present in this gauge so we think you'll really like it, even you arm chair enthusiasts . . . And the Layout Doctor is back with some layouts that are big but simple, the kind of pikes that really ramble but require a minimum of maintenance. It's good . . . Another locomotive is being given the works and will be reported on impartially and of course, all of the regular columns will be present, too: Glyn Lewis, Dick Andrews, Tim Plate, the Old Dispatcher, Swappers, and all the rest. If you don't subscribe, better reserve your copy at your favorite hobby shop or newsstand right now. Ed.

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SAFETY VALVE

Built 'Em In A Footlocker

I have read your columns (D. S.) for a long time and like it a lot. I'm enclosing one of my passes for your collection. I would like to exchange passes with anyone, especially traction fans. Would also like to see photos of some of the custom built equipment which you speak of every so often.

We're running 60 interurban and 35 freight cars now and have all kinds of ideas for the summer vacation, after school. I might say that ¾ of my equipment was built in a footlocker in the Air Force, so that those who are in service should get started now. A lot of clubs were very nice to me while I was in and really went out of their way to help.

Bruce C. Smith
Platteville, Wis.

● *Thanks for the pass. Other readers who enjoy swapping passes are invited to make use of the Swapper's Column; a free RMC service for all readers. We remember building cars in the service, locomotives being rather scarce at the time. One of our best was a scratch built O gauge single truck Lackawanna crummy built out of Texas post cards and airplane kit wood while laid up at an Army hospital. And we especially remember the hospitality of model rails around Chicago and Rockford. Yes siree, we still think model railroading is the world's greatest hobby. Ed.*

Loudon Lambasts Schopp

This is to inform you (if you have not yet removed your dark glasses) of one of the most conspicuous boo-boos I have had the horror to observe in all of my three years of HOing. This glorious goof was made by none other than The Honorable William Schopp, who on page 33 of the June issue, presents a picture of a freelanced Pennsy style American Standard having the floor of the loco cab about five scale feet above the floor of the tender.

Since I have never in all of my fifteen years of experience come across a fireman with accordian type legs, I graciously suggest that Mr. Schopp stick to watches and leave the locomotives to the experts.

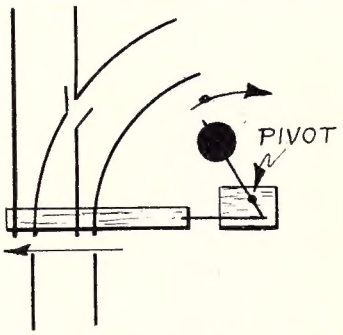
N. Kent Loudon
Peapack, N. J.

● *Here is the reply received from Bill Schopp, "On an old locomotive, the level of the tender floor is almost always considerably lower than the apparent level of the cab floor as indicated by the bottom of the cab itself. Actually, what appears to be the bottom of the cab is only a step on which the engineer's seat box is located, while the actual floor of the cab is much lower, more or less coinciding with the level of the tender floor. Reference to photos of old locomotives and some not so old will bear me out. To have cab floor and tender floor coincide as Mr. Loudon suggests, would require that the drivers be as small as truck wheels, or the tender deck would have to be raised almost to the top of these old time tenders. Modern steam engines have larger cabs so that the cab floor and the bottom of the cab are the same. The tender deck is built up to the same level with the waste space below being added to the water capacity. It's more feasible since the tenders are so much higher.*

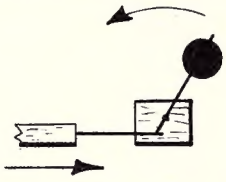
Mr. Schopp has long since given up watch repairing in order to devote full time to model railroading: writing, selling, and custom building. Ed.

Andrews' Train Derailer

On page 54 of the May RMC, there is a sketch accompanying an article on stub switches. The sketch is as follows:



With the handle in this position, the switch can only move to the left. This would throw the points completely out of line and would wreck any train that came along. With the switch remaining in the position shown, the handle should appear in this position:



There is one other thing that I feel needs correction. In the article Mr. Andrews says, "Since we are probably all in two rail . . ." I am in three rail and have been for a number of years. I would not give up my O gauge high rail system for any two rail pike.

Henry Smith
The Bronx 61, N. Y.

● *Thanks for the letter, Hank, but take a good close look at the illustration below which shows that the switch control rod is attached to the two rails*

in the lower portion of the sketch, not to the four rails in the upper portion. The four rail ends and the harp stand are all attached to the one long tie. Hence, Mr. Andrews is correct. As for his statement that all narrow gaugers are in two rail, we'll acquiesce and change "all" to "most." Ed.

Wants Adjustable People

I have a hard time finding certain poses for O gauge people. I was wondering whether any model company made figures that are adjustable. If not would you please suggest it to someone. I was thinking of a molded rubber figure with a wire frame inside. In this way you could bend it any way and it would stay. It would really be a help.

George Broomell
Lexington, Ky.

● *Imported toy soldiers slightly larger than O gauge scale have long been available with movable arms. There are also rubber novelties which are movable as you suggest. Such a figure might be commercially feasible as would an O gauge figure along the lines of the HO Flexible Freddie made by Weston. Ed.*

Diesel Data Department

In regard to your inquiry by David Henderson of Des Plaines on the Globe and Imp F-7 diesels—both are F-7s—or perhaps the Globe may really be an FP-7. Both are similar in outward appearance. The FP-7 has train heating equipment and a higher gear ratio. The facts are, however, that not all diesels are alike. Even the grillwork on the sides is made by several firms and does vary from road to road, even engine to engine on the same road. While GM diesels are basically the same, there are many small differences mechanically or in equipment ordered by the purchaser. i.e.: air horns, grillwork, fans, radio equipment, train heating units, gearing, cab lights and seats, headlights, and a number of other things.

Also, not so well known is the fact that some of the last F-3 diesels looked very much like an F-7. There were also a very few interim diesels classified as F-5 which look like an F-7. A few early FT and F-3 diesels have been rebuilt to look like either the F-7 or F-9. The F-9 looks like an F-7 on the outside but is different mechanically.

Elliot Kahn
Zula Fricks Hobby Shop
New Orleans, La.

● *Very good, friend Kahn. Perhaps one of the most unusual F-3 types in the east is to be found on the New York, Ontario & Western. Engines Nos. 501-503 have but two porthole windows and an odd grillwork in their place. These engines also have handrails over the nose hood and steps on the front pilot. These are A units only and are most easily modeled by using an F-7 A unit as the basis. Now, where are those hundred thousand steam fans who said all diesels look alike? Ed.*

Mysterious Box Cars

Recently saw a West Indies Fruit boxcar here at the Sacramento Northern yards. Also saw a LaSalle & Bureau County Railroad boxcar in the same yard. Could you by any chance tell me where this railroad is located?

Roland S. Brockman
Yuba City, Calif.

● *The LaSalle & Bureau County Railroad operates 15 miles of track out of LaSalle, Illinois, and is freight only. They own two 40 ft. boxcars nos. 1001-1002, and three locomotives. Of these, one is a propane-electric and the other two diesel-electric. It's fun to spot these rare ones in a freight yard or in a long drag. Ed.*

A Scratch Builder Speaks

Your August Trouble Shooting section had a query by Les Dvorzsak in reference to powering an old time 4-4-0. I have built quite a number of old timers, and they do, as you know, have small fireboxes. They also have, however, large cabs in proportion to the boiler. As an example, take the old B&O class B-8 4-10-0. This locomotive was built around 1890 and I had no trouble putting a motor in it. The firebox is small and I was still able to keep the locomotive to scale. If one should want to put some weight in the boiler he can still do it but he should keep the following in mind. When you add boiler weight, always use a spring between the frame and pony truck just stiff enough to relieve the boiler weight at the front end and at the same time still keep all of your drivers on the rail.

Another example is the B&O Dutch Wagon built around 1847. I have built one of these also, with the motor in the cab, and the loco is still to scale. I'll grant you that for a scratch builder it is pretty rough, especially if he doesn't have the tools. As for myself, I have a fully equipped machine shop, but I can recall that in 1939 when I first started in HO gauge, I had no tools whatsoever. Even so, I was able to build a freelanced 4-4-0, patterned after the B&M.

Too many hobby shop owners are unable or unwilling to give any help when the customer gets into trouble with a locomotive kit. The best suggestion that I can make is to read over again very carefully the instructions that came with the kit. It's pretty tough for the average model builder when he can't get help from his hobby shop and it sorta knocks the pins out from under him. I know because I've seen it happen. If I can be of service to any readers, I will be only too glad to help them in any way that I can.

Joseph Dorazio
RD No. 2, Norristown, Pa.

● *When there is no place for a motor, the builder can also try putting the motor in the tender or in a boxcar behind the locomotive. It's true that some unenlightened hobby shop owners offer absolutely no service whatsoever once the kit has been sold. It's also true that legitimate hobby shops with good stocks of parts do offer excellent service to their customers, often far more than could be expected from any other merchant. No doubt many readers will accept Mr. Dorazio's kind offer of assistance on model locomotive problems. Ed.*

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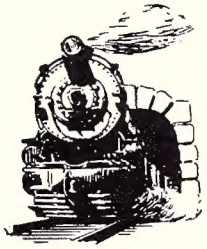

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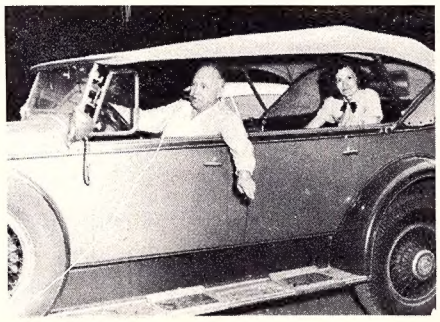

THE big HO gauge news of the month is the purchase by Brinkley Models of the complete Laconia HO gauge line of freight cars and other kits. Laconia merchandise will continue to be sold under the Laconia name and for the present there won't be any change in the kits. Binkley had to have an extra building added to their others to take care of the new line. This move makes Binkley one of the really large producers of wood type HO cars. Most Laconia kits have prepainted, embossed aluminum foil sides, come less trucks and couplers.

The East Bay Model Engineers Society was host to the Pacific Coast Region NMRA at Oakland on August 21st. They had O, Ot, On3, HO, Hot, and HOn3 layouts in operation . . . Selley now packing the new NMRA coupler with their new ore car kit. Haven't seen it yet but suspect that it is a lead base casting and quite clean.

Penn's Hobo Party

Scattered throughout the Dispatchers Report this month are some photos taken at Franklin Lakes, home of RMC publisher Charles A. Penn. Hobby shop dealers from six states converged on the two acre estate for a real oldtime railroad HObo party, complete with Mulligan stew, venison ragout, and other necessary fixings. The party proved that in addition to enjoying a day out in the country, hobby dealers like hay rides, Polaroid pictures taken by the boss, and the opportunity to continually improve their shops so as to better serve the hobbyist AND reader of RMC . . . Sherman Dance exhibiting a TT layout at the Atlantic City railroad show. More on this from Glyn Lewis, we expect.

The response that some modelers get from their Swapper Column ads is truly phenominal. At the same time we hear of readers whose ads don't get even one reply. Naturally, there is a reason. No reader is going to buy used equipment when it is overpriced. Some items just aren't much in demand and most users would rather swap than buy . . . A new hobby shop opening on Route 17 almost across the street from our editorial offices . . .

Coming in both HO and O gauge, within a year, is the 44 ton General Electric diesel switcher . . . Probably the finest OO gauge engine ever made was the Lionel hudson, baby brother to the fabulous Lionel O gauge 700-EW. Detail was just about as fine . . . So you want to build an HO gauge 2-10-2? E. K. Ludington, Box 1225, Greenwich, Conn. has available a complete set of castings for a Baltimore & Ohio 6100 series 2-10-2. Unmachined, they include assembly instructions and prints. Certainly not a beginners kit but really swell for you real craftsmen with time on your hands. Cost is $20 per set . . . Wonder why Gordon Varney persists in using plastic eccentrics in his Casey Jones valve gear. Plastics have their place, even in boilers and diesel bodies but not, at least as far as the DS is concerned, in valve gear parts. Anyway, if the plastic eccentrics are causing you trouble, try replacing them with Bowser eccentrics, using the new Bowser main crank pins also . . . Incidently, what's the feeling among all you railroad tyros about nylon gears? Have to admit that they're quiet and run well but what has been your experience as to their lasting qualities? Drop the

old DS a line . . . Another thing you could let the old DS know about is how you feel about model kits. Do you like 'em to come with or without couplers? A manufacturer wants to know.

Hey, but we kind of like the name of the real Tucson, Cornelia, and Gila Bend Railroad. It's a 44 mile freight only line out Arizona way. We'll have some further data on Gila Bend in an early issue of RMC . . . The new Route 22 in front of Roadside America, at Chartlesville, Pa., is now open and provides easy access to this interesting model display. It's right in the heart of the beautiful Pennsylvania Dutch country

O Gauge Renaissance

Following closely on the heels of the All-Nation summertime price break, comes word that Baldwin Model Locomotive Works has purchased the famous old Parmele & Sturges line of locomotives and freight cars and will shortly have them back in production. The old DS has mentioned the P&S New Haven 0350 series electric engine, type 2-C-C-2, several times. Another engine coming back is the New York Central class R-2 freight locomotive, type C-C. There will also be a 160 ton wrecking crane and a number of freight car kits. The old DS remembers that the very first freight car kit he ever assembled was an old Parmele & Sturges Farmers Co-op reefer, which he mounted on tinplate trucks. That, young fellers, was quite a few years ago; back in the days when HO wouldn't even stay on the track. Baldwin now has a complete line of diesel and electric type locomotives which include E-8 and F-7 passenger and freight diesels, a Pennsy GG-1, New Haven box cab switcher, and an F-M switcher. All of these locomotives have bodies which utilize heavy sand castings. Circulars and catalogs will be available shortly. See notice under new literature . . . Parmele & Sturges' Hobby Store in New Haven is reportedly going out of business. They're one of the true pioneers . . . Jim Thomas, Jr., formerly connected with his dad's Thomas Industries, and now a Lt. Jaygee in the Navy, married June last to Joan Wallbank. Jim Junior is quite a modeler in his own right, has turned out a number of fine models of high calibre craftsmanship.

So you think your model railroad is pretty good just because it runs well and has complete scenery? Then how about sharing it with others by taking some good photos of it and sending them on in for possible use in RMC. It just might result in some nice publicity for your own model railroad. Just send 'em to RMC, Ramsey, N. J.

Do You Make Rail?

The NMRA is preparing an inspection program for scale rail. The following manufacturers are known to produce scale rail: Atlas, Kemtron, Rathbone, Tru-Scale, H P Products, Revere Copper, Chase Copper, Mantua, Bob Peare. Any manufacturers who draw their own rail and who are not listed should contact the Charles A. Beck Machine Corporation, King of Prussia, Pa. The final result will probably be a seal of conformance by the NMRA on all rail meeting NMRA standards.

If you're having trouble with overheated motors on your small HO engines, the trouble might lie in the bearings not being properly lined up for the shaft so that friction is causing the shaft to slow down. And then additional heat causes still more trouble from expansion . . . Penn Line Rivetool the best gadget to use for getting your valve gear rivets on properly. Save you a lot of time and temper.

Just Rambling

The East Bay Model Engineers Society was host to the Pacific Coast Region NMRA at Oakland on August 21st. They had O, Ot, On3, HO, Hot, and HOn3 layouts in operation . . . Selley now packing the new NMRA coupler with their new ore car kit. Haven't seen it yet but suspect that it is a lead base casting and quite clean.

Hey, you Texans. Hop into your Caddie and run down to Nieman-Marcus in Dallas and look at the nifty 4' x 8' Marklin layouts built by Ed Alexander. We saw these under construction and they are nice.

Please don't write in for any more Indexes for Vol. 22 as our supply is exhausted . . . Another ready to run import for HO gauge which could be available late this fall is another New York Central J-3 hudson with a standard tender and six wheel trucks. It'll have heavy sheet brass construction. American Flyer will have the other NYC hudson . . . At one time, there were more NYC hudsons around than freight cars, being made by Lionel, American Flyer, Mini-Scale, and International (streamlined). It's a massive engine with modern lines, well adapted to model form.

More New Stuff In HO

Main Line Models have just released their first box car, a big wood Menasha Woodenware car. It's made of bass wood, has green silk screen lettered sides. Sells for $2.95 less trucks. Car measures about 50 ft. long and is a high one . . . A new line of power packs for small gauge trains being released by Bergen Electric & Products Co. . . . Mantua putting a new addition on their already large plant . . . Coming soon is a seven dome tank car by

another new model railroad company in HO gauge .

Baltimore & Ohio Railroad emblazoning their box cars with the same great big "B&O" that has become a familiar sight on their hopper cars. Who'll be the first manufacturer to bring it out in model form?

Umm, we're thirsty after reading the full page ad for Meister Brau Beer which appeared recently in the Chicago Daily Tribune, and was sent to us by Ed Feulner, of Elmhurst, Ill. The ad shows a few Mantua cars and parts, some Atlas track, and a great big stein of suds. As the ad copy says, "Put the three of you together, you and your favorite hobby and a glass of Meister Brau—and there you have relaxation and contentment at its best." And on these hot days its pretty true, except they don't sell Meister Brew in these parts so I guess we'll have to stick to lemonade.

IMPORTANT ANNOUNCEMENT

KEMTRON is deeply involved in the production of scale model parts and kits for the Kemtron line as well as rendering service to 15 other manufacturers.

This involvement has made it necessary to withdraw from some activities so that the Kemtron line can advance more rapidly.

We have therefore decided it best to cease importing kits and thus, concentrate efforts on the Kemtron line, and expand our services to other manufacturers.

In line with this announcement we take pride in relinquishing our import rights to "Pacific Fast Mail" of P. O. Box 57, Edmonds, Washington, who will expand facilities to make custom models and semi-production models available for critical Model Railroaders.

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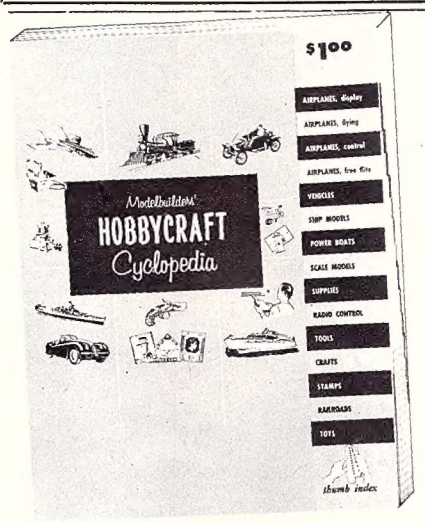

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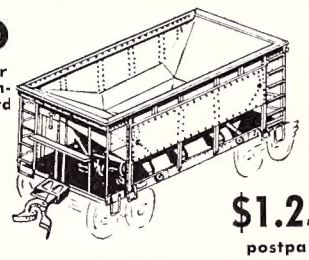

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OFF THE TEST TRACK

IN MODEL RAILROADING

Snap-Track 1955

THE LINE of Atlas Snap-Track for 1955 has been vastly improved in many ways, chiefly in the switches. Since this track will be, so far as we know, included in all domestic HO gauge train sets, an outline of the system should be in order so that model rails can start thinking about their 1955 improved Snap-Track layouts.

No change, except for improved construction, has been made in the straight and curved track. 18″ and 15″ radius curves are still 12 sections to the circle, with 1/2 sections of each available. A new 22″ radius will be added to the line with sixteen sections to the circle. This is expected to appeal greatly to scale modelers, especially in conjunction with some later developments, although some interesting effects can be had by introducing a few sections of 22″ radius together with the 18″ and 15″ radii. Straights will still be available in the regular 9″, 6″, and 3″ sections, plus new sections 2″ and 1-1/2″ long.

The switches have straight sections a full nine inches long, with the curved track on a true 18″ radius rather than the previous compromise. The final 1/3 or 10° of the curved part of the switch is furnished as a separate piece with the switch. By omitting this auxiliary piece, more compact track formations can be obtained, such as crossovers on double tracks with 2″ centers. Most important, the curve of the switch does not start until 1-1/4″ down on the straight as shown on the photograph. The "note" referred to by the asterisk on the photo is this: that the distance works out better to 1-1/2″ in drawing, and is the reason for the 1-1/2″ straight section as will be apparent from the drawing.

The switch motor has been moved to the straight side of the switch to permit spacing of tracks on 2″ centers if desired and the formation of ladder tracks. The photo shows an electric switch machine. However the manual switch control is the same in size and appearance except that there are no terminals. A manual switch machine only may be bought separately and used to replace a manual "machine," or they may be exchanged between switches to permit electric control of only the more remote switches, manual control of the nearer ones. The electric switch control box, not shown, has been redesigned to indicate by the position of the lever which way the switch was thrown last. The electric switches may also be thrown manually.

The photo shows the principle dimensions of the new Snap-Switches. Of course the excess length of the plastic switch machine and of the throw-rod may be cut off to make for even more compact track formations if you need them. When tracks are located on two inch centers, the switch machine will actually fit *between* them, altho it will sit right up on top of the ties of both tracks. The switch machine housing will clear all equipment that we tested it with.

IMPORTANT to note is that the photo is of an early test production model. The Snap-Switch 1955 to be sold will have a *fully insulated frog* so that no rail gaps (plastic rail joiners) or special location of feeders (terminal sections) will be required. The only rail gaps required will be to isolate tracks for holding purposes, to separate tracks controlled separately, or to isolate reverse loops or wyes.

The layout shown here is not really a layout we suggest you build, but is to illustrate some of the points of layout design you have to think about if you are planning your own Snap-Track pike prior to actually seeing the switches.

At point I on the layout shown, the 1-1/2″ straight section on the inner track is necessary to compensate for the short straight section ahead of the curve of the switch—that is, if you want to maintain a 3″ center to center track spacing. Corresponding 1-1/2″ track sections are then located opposite this site at point II. These may be omitted at the sacrifice of exact parallelism of the sides. Point III shows the use of a 2″ straight section to get tracks far enough apart before inserting a switch to prevent the switch machine from fouling the other track. A regular 1/3 (of 18″ radius) curved section may also be used here, but will swing the following tracks off at a different angle. Using the 2″ straight section, the two switch machines will impinge on each other as indicated by the (*), and the edge of the one on the ladder will have to be cut slightly. Otherwise you can move the crossover to the right.

At point IV is shown a crossover between double tracks on 3″ centers. A piece of 3″ straight track is inserted between the switches (1/3 curved sections omitted), doing away with the reverse curve which *can* cause trouble if you do not use Talgo type trucks which swivel the couplers with the trucks. In all probability you will also want to use insulated rail joiners in each rail between the switches of a crossover so you can control the ovals separately. At point V is shown a crossover between double tracks on 2″ centers.

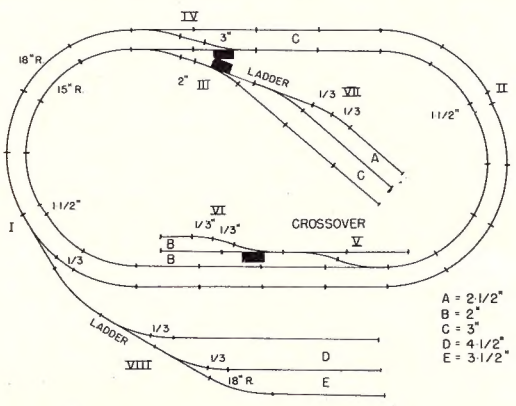
Point VI shows how a switch may be located to put the switch machine or housing between double tracks on 2″ centers. Point VI also shows how two 1/3 curved sections are required to straighten out a siding to be parallel to the one it just sprung from. The switch itself is 20°, each 1/3 section is 10°: 2 x 10 = 20, Q.E.D. Point VII shows another application of using two 1/3 sections to get tracks parallel. However if a 1/3 curved section is appended to the switch to give *it* a full 30° or 1/12 circle of curvature, then a full curve of 15″ or 18″ radius is required to get tracks parallel as at point VIII. 1/3 curved sections are 18″ radius only.

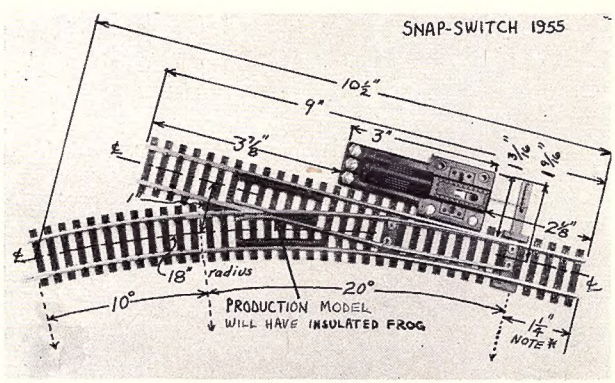
A table is shown with the drawing indicating by letters, referring to measurements given, how far apart center lines of tracks are in various situations.

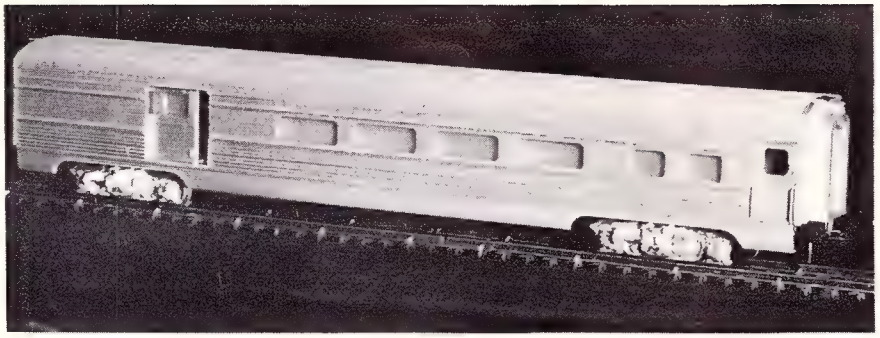
In drawing Snap-Track layouts for publication we have found that considerable accuracy could be attained by using a scale (for the original drawing) of 1-1/2″ = 1′0″ and using an adjustable triangle or protractor to draw the various angles.

The "later developments" mentioned before of possible interest to scale modelers concern No. 4 and No. 6 turnouts. These should be on the market toward the end of the year with switch machines integral with the switch, just like the Snap-Switch; doing away almost completely with the "getting out of adjustment" so common with separately mounted switch motors.

The following ready-to-run train manufacturers with all package Snap Track in their 1955 train sets: A. C. Gilbert, Tyco, HObbyline, Varney, and Kusan Model Trains. Snap Track is interchangeable with standard scale type HO track, either flexible or lay-it-yourself.







Streamlined HO Passenger Cars

The first two Mantua passenger cars in their new streamlined series have been released and present a number of new and unique features which should make them popular among HOers.

The body of the car is an extruded aluminum one piece unit with door and window openings punched out. No cleaning up of the extrusion was necessary on the combination car which we assembled. The ends of the car are styrene castings with satisfying detail. The ends on the combine are both different. The baggage compartment end has the door approximately flush with the end of the car, The passenger compartment end has the door recessed as though the car contained a vestibule. The ends fit snugly and hold in place the movable baggage car doors plus the two passenger side doors.

A light blue transulent plastic window material is provided which fits into slots in the extruded body. Window material for the two baggage doors is also provided and contains two small holes which fit lugs in the baggage car doors. The window material is slipped over the lugs and the plastic lugs melted with a match or small iron to hold them in place.

A metal floor piece holds both ends in place with two screws. Trucks have fine detail, and are new in the Mantua line, being especially designed for the new streamlined car series. The trucks are of the new Talgo type and contain Mantua freight couplers rather than their passenger couplers with the large loop. The loops fit into a newly developed coupler pocket requiring no screws, merely snapping in place. Our test car tracked well. Decals for several roads are included with the car but were not added to our model. Price, $4.95, mfd by Mantua Metal Products Co., Woodbury Heights, N. J

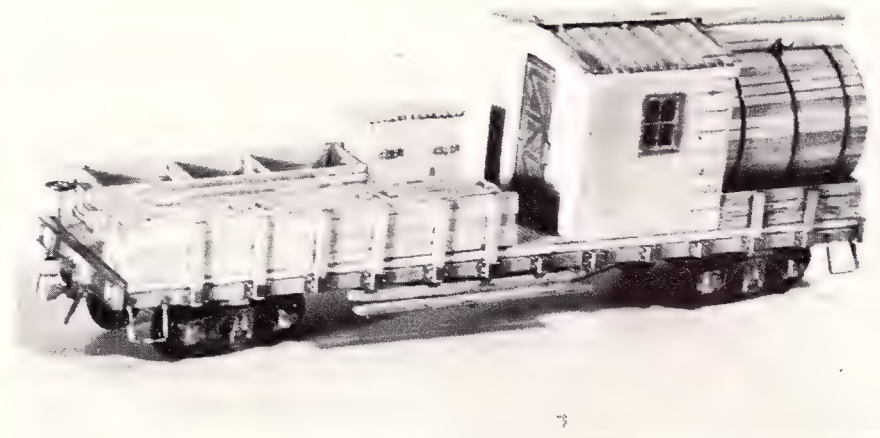
Tool & Water Car, 1/4" O

The new Tool and Water car released by William K. Walthers represents a radical departure from previous Walthers kit design, at least in the manner of construction. The floor cab, and small shed of this car are of scribed plywood, and the tank a piece of smooth dowel. Almost all of the additional construction work is done with precision cut wood parts pre-cut to shape and packaged in nine different envelopes, each for a different section of the car. Truss rods, queen posts and other castings, and a number of stampings also go into the car although it is basically an all wood model.

Construction is not difficult but it is very time consuming. If you enjoy placing myriads of small parts in place, adding staves one by one, and using lots of lills and pins, you'll go for this car. All parts fit together well. This kit is not recommended for the beginner. You should have a few cars under your belt before tackling this one.

The Tool and Water car is designed for non-revenue service in your worktrain. The tank is used for water, the cab for tools, material, or as an office. There are also a number of bins for storage of parts and a shed for additional tools. The O gauger can use the different bins for storage of spare spikes, rail joiners, brads, and other small parts needed along the track.

Our builder experienced no difficulty in the construction but did run short of wire. The completed car is very attractive. Mfr No. 5402 Tool and Water Car less trucks, kit price $7.95 including decals and couplers. Mfd by Wm. K. Walthers Inc., 241 East Erie St., Milwaukee 2, Wis.



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IN his travels, the author has seen many, many model railroads in all gauges. Some of these nave been truly top notch layouts, complete and satisfying to watch. In this group were large club pikes and small home layouts. Trains ran smoothly, trackwork was good, and the presence of scenery brought the whole thing together to create the miniature railroad.

We've also seen a larger number of other type model layouts. Many of these in their earliest stages of construction show great promise for the future. They will rival the Summit & Centre and the Centinela Valley of today, and will, we hope, surpass them.

Unfortunately, a large number of pikes will get bogged down for any of a dozen reasons. Their owners will never get their model railroads completed to the point where non-railfan visitors can appreciate the work and effort that has gone into the work. Even active model rails can and do become bored with the layout that seems never to make any visible foreward progress.

There are many reasons for the seeming lack of progress of many model pikes. Rarely is it a case of inability on the part of the hobbyist. Perhaps too many of us are perfectionists, no sooner completing a section of model railroad than we rip it up because it isn't good enough. It would be better to leave the questionable section as is until the railroad is completed and *THEN* go back and improve whatever sections need improving.

Other builders get bogged down on detail. Some will spend months building a super detailed replica to go on the pike, much to the detriment of the railroad as a whole. Again, super detailed stuff can be done when the railroad has been completed.

It is difficult for the builder who prefers wiring, or some other speical phase of modeling, to attack wholeheartedly such things as scenery, when only the barest, essential wirework has been completed. Nevertheless, when the pike has been scenicked after all trackwork is in and operating smoothly, even though without electrical refinements, we at least appear to have a finished model pike. That's our argument for getting the scenery in *before* attempting more speicalized work which we may prefer more.

About Scenery

There is little doubt but that top notch scenery can make the railroad. An excellent example of this would be the fabulous Geiringer Roadside America display, at Hamburg, Pennsylvania. The Geiringer layout features a tremendous O gauge railroad which ties together the entire display. In Roadside America you will see a panorama of American life from caveman days, through the large American city. There's a western village, country town, 1890 village, and a modern urban area. The railroad runs through all of these, along with a trolleyline. Yet the railroad, seemingly so perfect, uses inside third rail and most amazing of all, despite its great length, is completely with switches. The scenery

By Minot Logan

Staff photos taken at Roadside America

Common Sense In SCENERY MAKING

Install some scenery on that accumulation of track and rolling stock you've built and you'll see it suddenly turn into a scale model railroad you'll be proud of.

The year could be 1880 or it could be 1900 and the locale might be upstate New York or some up and coming city in California. It's an excellent example of how scenery can make a layout come alive.

A simple frame of basswood strips, a stone chimney, and a match will quickly create a burned down house. This model burns continually from a red bulb simulating a charred ember effect.

has been carried to such a high plain that few people notice these compromises with scale.

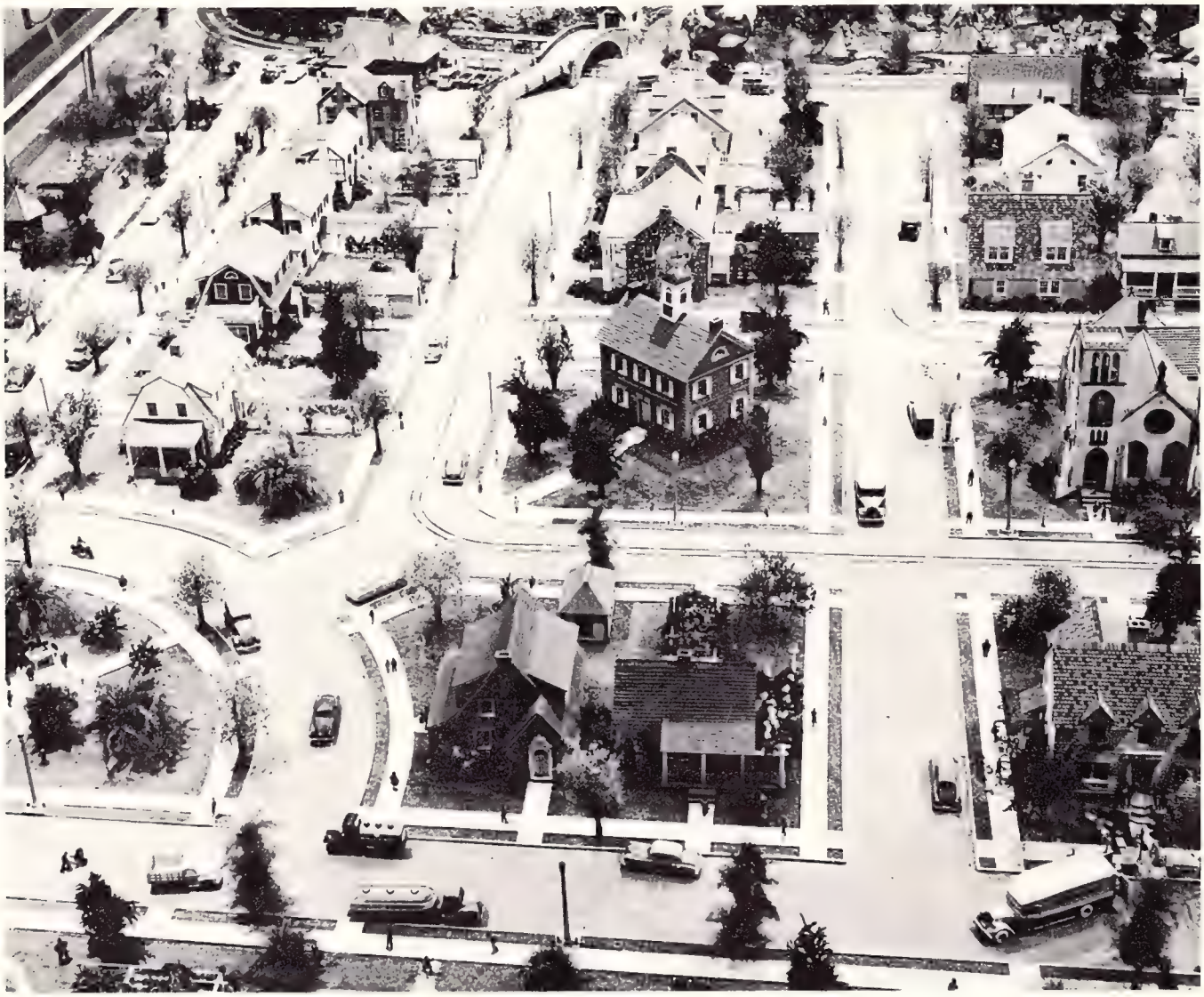
On a completed model railroad, viistors will look at the overall effect and ignore minor defects which may possibly annoy the builder.

Continual Progress

We like to think of model railroading as being a hobby which shows continuous progress. The beginner will welcome ready to run equipment as an excellent means of requiring rolling stock rapidly. When he has his basic equipment, he can become selective and go in for more stimulating craftsman type kits. RAILROAD MODEL CRAFTSMAN full color cutouts provide no-cost structures that look good and entail no loss should they be discarded at a later date for more detailed kit built structures.

Plastering

Many modelers are hesitant when it comes to applying plaster and yet plastering is one of the easiest jobs on the model pike. After trying many

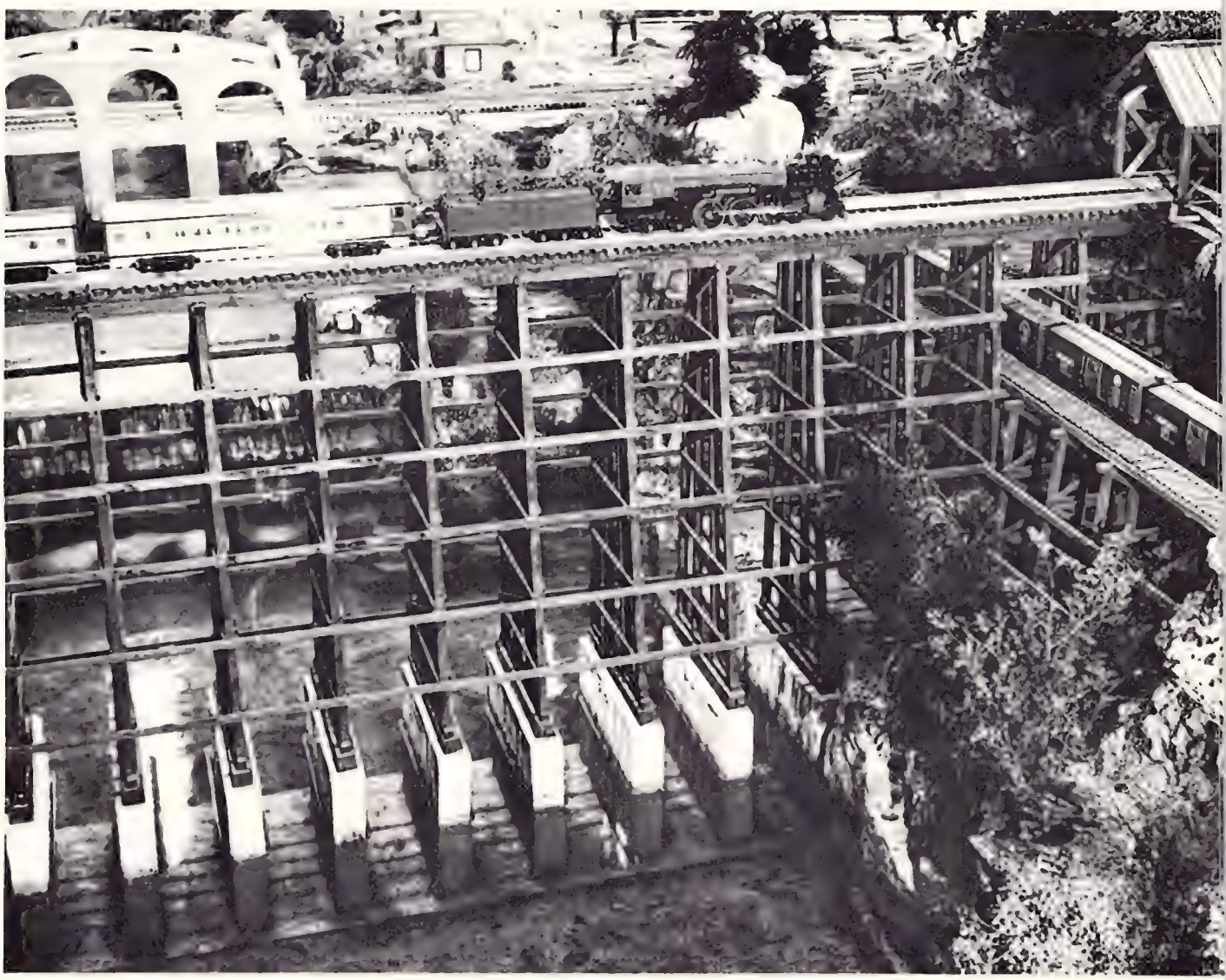


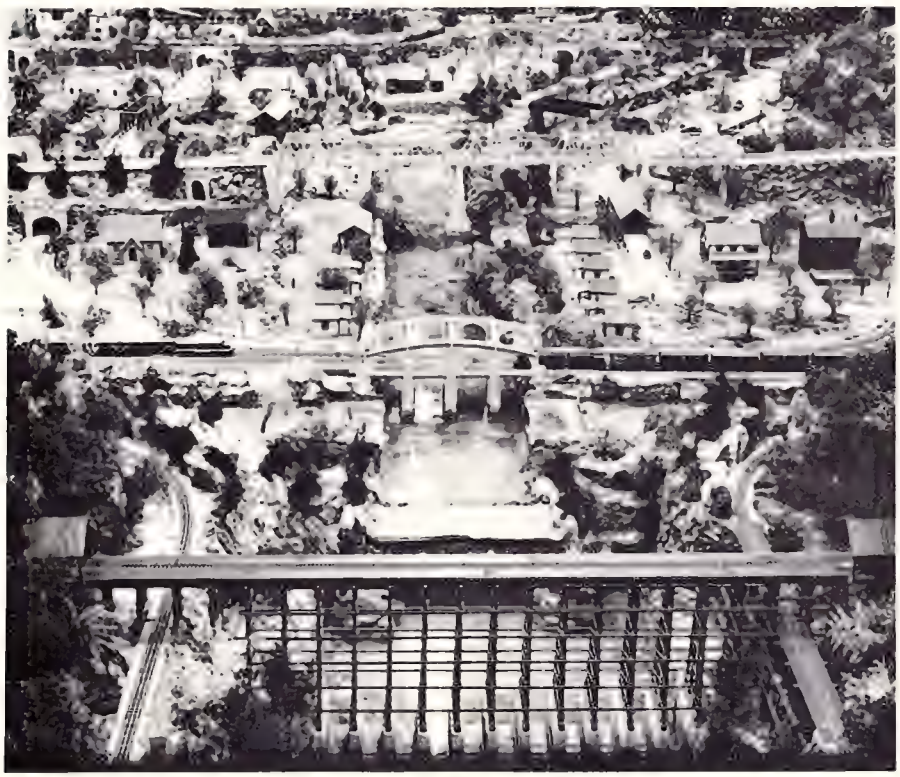
Few modelers are able to devote as much space to a town on their own layout as has been given here in this scene from Roadside America. The modeler can adopt many of these ideas however for his own home layout, such as streetlights, curbs.

The city hall has been given a position of prominance (see above also). Any of several kits can be made into a municipal building. Note how the streets are alive with miniature people, vehicles, animals. Houses and streetlights light up at night.

This street scene hardly seems to be a model at all, so perfect has the creator, Larry Geiringer, made his miniatures. All houses and structures at Roadside America are built to 3/8" scale, although the railroad is O gauge, mixed tinplate.

If you look closely, you'll see that the Fairfield station is oversized for the tracks which serve it, giving a narrow gauge effect. In overall panorama, the scenery is so perfect that you do not long remain conscious of mixed scales.

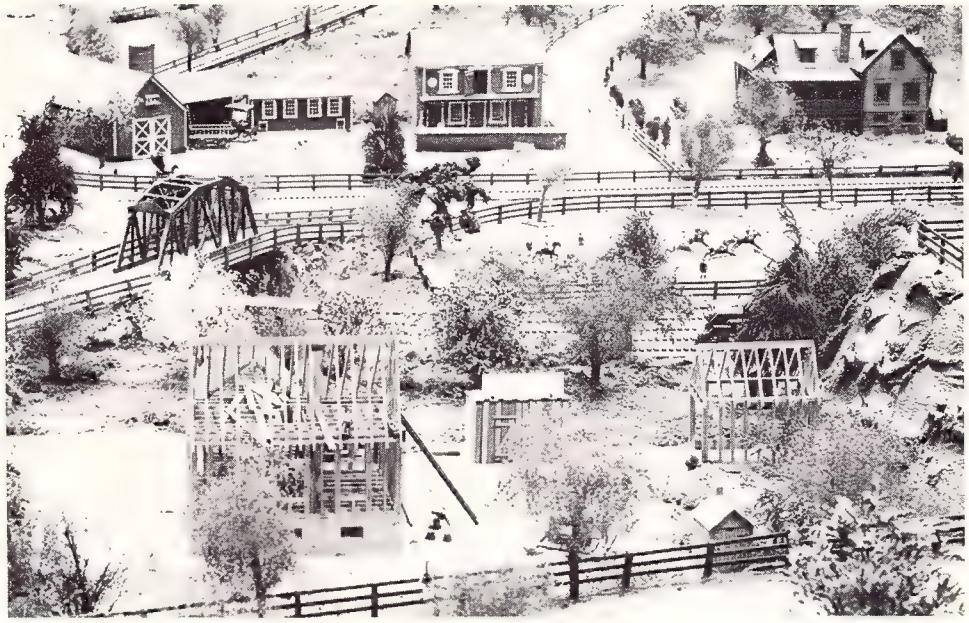




Spectacular is the only way to describe this double wooden trestle. Concrete blocks immersed in water support the trestle bents. Equipment is quarter inch scale but tinplate. Gargraves track is used throughout except on trolley line.

At least eight bridges cross over the river of real water. Problems in water circulation, stagnation, leaking, etc., make the use of real water on most home layouts impractical. Huge pumps and vats are needed to keep water in circulation on the tremendous Roadside America pike.

Another area of Roadside America features a typical rural community. All the varied towns and scenic devices at Roadside America are kept tied together by the railroad which meanders back and forth in a continuous loop having no switches! Yards and sidings are dummy: few notice!



mixes, the author has taken a liking to sanded plaster which is sold at lumber yards at under $1.50 per 100 pound bag. A mixture of asbestos and plaster of paris is also satisfactory, as are many other mixes.

Briefly, the mix is applied with a trowel to a wire screenwork which has been fastened to a crude wooden framework. The plaster mix should be such that it will take at least one half hour before starting to set, so that it may be worked and formed into desired contours. For this reason, plain plaster of paris is unsatisfactory since it dries too rapidly. It is also too smooth.

When modeling scenery, too many builders become "tinplaters", throwing all cares to the winds. Tracks traverse perpendicular ledges where there should be gentle slopes. Tunnels cut into hills so small that bulldozers could excavate the cut with no difficulty. Sometimes the modeler can do these things legitimately, using model builders license. However, what satisfies the builder may prove horrifying to a visitor. Use common sense in applying scenery.

There is no end to the number of things which can be done scenery-wise. One of the best things the modeler can do is carry a camera when he is near his pet (or any railroad. Take record photos of those things which interest you or which you think would make a good model or scene on your pike. Railroad fan magazines, back issues of RAILROAD MODEL CRAFTSMAN, photo books, post cards, picture magazines; all offer valid illustrations and ideas for modeling.

Road Crossings

Road crossings offer fine modeling opportunities. For example, every road crossing should be protected against train-auto collisions. Several makes of automatic or dummy crossing gates are on the market, or you can make your own. Blinkers can be obtained in dummy or working types. Plain cross-buck warning signs can be bought or drawn out on white cardboard with black ink. If it is just a siding crossing the road, you may prefer to put signs along the track indicating that all trains should stop at the crossing. The usual wording is "Stop" but you may find that the words "Flag Crossing" which indicate that a trainman should get out and stop traffic with a lantern or flag to permit train to get past. Where the angle or size of the crossing makes any of the measures impossible, a watchman's shanty should be provided so that he can go out with his flag and stop automobiles when one of the rare trains approaches.

Although it is simpler to have roads crossing the railroad tracks at right angles to straight trackage, it is more economical to have them cross at switches or crossovers, even though the crossings will take more pains to lay. The economy angle comes in because stored strings of cars will not have to be broken (thus wasting track space) because they foul the crossing.

A grade elimination project would show progress on your layout and at the same time, provide an opportunity for you to try a rarely modeled miniature. Block off the "old" road crossing the tracks with white painted pieces of rail stuck into the ground. Build an incline with wood and cardboard and building paper to bring the roadway up to the height of a bridge which will cross the tracks. Use one of the imported through truss bridges and floor it with non-icing steel grating made from a piece of fly screening. You may then come down the other side or continue along a high level viaduct to a piece of elevated ground where your town has it's heights section. In real railroading, roads often duck under the tracks, but this is usually more difficult to model if the tracks are at or near the main table level.

Improving Track Appearance

A realistic appearing track may be obtained by first cleaning the railhead thoroughly, then silver plating with one of the brush-type plating outfits now on the market. The entire rail is then painted with a thinned out brown paint, which when dry looks rusty. The rail head is then wiped clean of paint. This gives the shiny-top, rusty-sides appearance of real track. The plating stp may be omitted if you use nickel-silver rail.

Real railroad ties are never as straight and regularly spaced as the ones on a model pike. If you are laying your own ties from strip-wood (⅛" sq. is good in HO), make a few irregular ones in shape or width and don't be too careful of the spacing. The appearance will be improved.

If you are modeling an old broken down branch line, insert a white tie here and there to indicate that management does not think well enough of the future of the pike to bother with a treated (black or brown) tie.

Try detailing one short stretch of your right of way with new ties laid out alongside the right of way (or between double tracks) as well as new rails cut to a scale 39' length. At one end the old ties which the crews removed the day before may be piled awaiting removal by the work train.

A weedgrown right of way may be simulated by irregular green or brown flocking of the roadbed, plus cementing in place of tufts of carpet, bits of turkish towelling, individual room strews, and small scraps of lichen. If the weed-sprayer has been through lately the weeds will be brown or black.

Where you have a road crossing the railroad tracks at grade, use the same black or white cardboard used for the rest of the road, but spike or cement it down so it doesn't foul the wheels. Hold the cardboard in place and rub the top over the rails. Dirty marks on the back will show you where to cut.

TROUBLE SHOOTING

FOR BETTER OPERATION

Identification

▶ How can I identify switches with their choke-rod controls on the edge of the platform? I know them myself, but am trying to educate my son to model railroading and he needs help here.—Frank Joy

ANSWER: We have always preferred to keep such identification a mystery to keep unauthorized persons from messing with the pike. However you can get screen numbering tacks with raised numerals at any hardware store which should solve your problem. Numbers cut from calendars and inked on paper will serve the same purpose of course. It is also helpful to use color coding, painting yard switch numbers red, main line yellow, branch brown, etc. etc.

Changeover

▶ At present I have an O gauge Lionel railroad but wish to change over to HO gauge scale railroading. It seems I cannot get very much for my present equipment and wonder if it would be practical to use my present transformer and then hook up my present Lionel O gauge motors to pull the HO cars and dummy engines around with cables or strings? Has this ever been done? What do you think?—Tom J. Potter, Jr., Denver, Colo.

ANSWER: Unless you are a good mechanic that's a lot of trouble to go to to save a few dollars. It has some interesting aspects, as a cable-car system or a mountain climbing road, but our advice is to forget that idea and take what you can get for your O gauge stuff if you really want to make the change. The O gauge transformer may be used in conjunction with a rectifier (see table of power packs in Apr. '55 RMC) to save on the expense of a regular type power pack.

Switch Point Contact

▶ I am having trouble with trains not running past my switches, even though they are thrown correctly. I have been told that I may need jumper wires around my switches, but do not know just what this means. Please explain. This is 2-rail.—Harvey Burke, Reno, Nev.

ANSWER: You do not say how you are turning your switches now but whether somehow by hand or by switch machines, your switch points (the parts that move) are not making good solid electrical contact with your stock rails (the outer rails of the switches). Choke controls as well as most popular ground-throw switch stands and some switch machines have a spring arrangement so that the switch blades will make not only good physical contact with the stock rails, to permit smooth passage of trains, but good electrical contact as well, to permit continuous throw of electricity past the switch.

Since the power in 2-rail is almost always fed to the track ahead of the switch, i.e. at the narrow end, let us assume that. Some people put jumper wires around switches as shown in fig 1. The contacts which work at the same time as the switch machine are usually an integral part of the switch machine, although they can be attached separately to other makes. The center post is connected to the frog, while the outer posts connect to the running or stock rails as shown. Using this hook-up, then, the switch points need not make good electrical contact with the stock rails (dirt, etc.) since the contacts carry the juice. Fig. 2 shows another way of doing it when your switch machine or throw lever does not make provision for extra contacts.

Open Enders

▶ Is it correct to make a gas-electric car for a semi-old time railroad using an open end coach as a base? I have been told that the two do not go together. Also is an open-end MU electric car o.k.?—Carl Nancy

ANSWER: Both are satisfactory in open-end coaches. The Nov. 23, 1935 issue of Railway age (which you can refer to at your local library no doubt) contained a photo of an "early gas electric car" on the Delaware and Hudson which had one platform open and was apparently double-ended, judging by the pilots and headlights. Some of the original "Dan Patch" Minneapolis, Rochester, St. Paul & Dubuque Electric Traction (now Minn., Northfield & Southern) gas-electric cars had a streamlined nose but an open platform at the rear. There were doubtless others cooked up by the master maniac of the road running them.

Open end MU electric cars were and maybe are more common. The New Haven and several of their electric subsidiaries in New England ran open end MUs. The Boston Revere Beach, and Lynn narrow gauge had slim gauge open end MU cars made from their steam road passenger coaches. There were plenty of open end cars in MU service on the New York elevateds which during the war were sold around the country for emergency passenger service. At least some of these ran on the Key System to the Kaiser Shipyards near Oakland, Calif.

From a modeling point of view, an open-end MU or gas car may be *somewhat* impracticable since it is difficult with the regular HO (at least) MU or ghost drives to get the truck close enough to the end of the body (i.e. up against the platform) to appear realistic. A power truck with the motor mounted in the body such as the Baker would do, so would the TT gauge HP Multiple—unit drive.

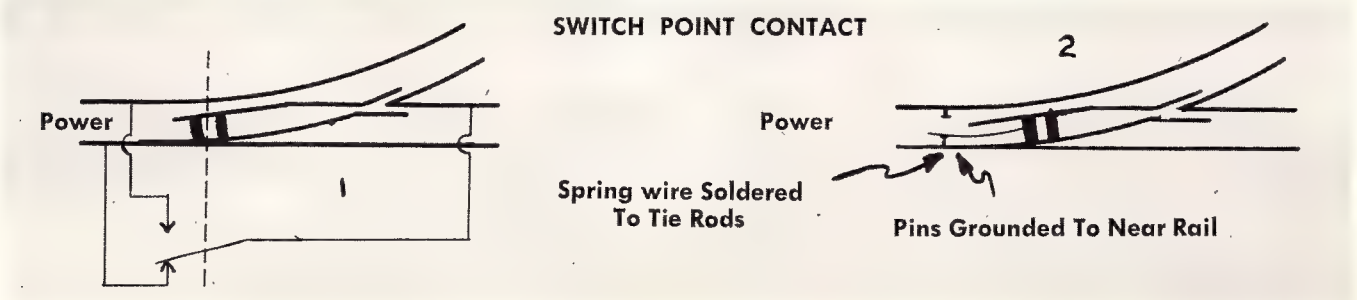
Removing Broken Taps and Drills

▶ Repeated inquiries have to do with our recipe for removing broken taps and drills from metal. While industrial concerns have an electrical method, we have a way that works only if the material the drill or tap is broken off in is all brass. Place the part with broken drill submerged in a super-saturated solution of alum and boil it in an agate (not aluminum) pan. If possible use about half a cup of water and keep adding teaspoons of alum (drugstore product) until no more will dissolve. As the water boils away, keep adding more little by little. You will be rewarded quickly by seeing a stream of bubbles, indicating chemical activity, coming from the broken off tap or drill. However it may take several hours for the tap or drill to be entirely boiled away. So far as we know this does not work with any metal but brass. Although maybe a chemist in our readership may have some suggestion to offer if the drill or tap is broken in some other metal.

Superelevation

▶ Should model railroad curves be banked? We have been having an argument about this and have decided to ask for your help since both parties are strictly from armchair railroading.—Lawrence Allen

ANSWER: Not much is gained in operation by superelevating (banking) curves unless trains attain terrific speeds, although something is gained in appearance. One way we like to superelevate HO curves using flexible track is to spike the track down on the inside rail only, thus leaving the outer rail somewhat higher. This mashes down as an engine passes over it and does no harm. Ac-



tually banked curves on a model railroad may cause derailments either by twisting the couplers or dropping trucks off the track unless the tilting is begun gradually on the straight track approaching the curve at both ends. It is not practicable to have switches in a banked curve.

Real Steam Trains

▶ Where in this vicinity can I see a real steam locomotive in order to study some of its details applicable to my model steam engines?—Various readers

ANSWER: We do not pretend to be oracles of up to date information on full size railroading although of course we try to keep our basic railroad knowledge up to date. As to what lines are still running steam engines, this changes from month to month and might well be out of date by the time this answer got into print. The railroad fan publications try to keep abreast of where steam may be found but often their information too is necessarily out of date. A very good source for you and you and you is a railroad man of your acquaintance. It can be a very loose acquaintance. In fact on a recent trip we asked a baggage man of a road which we knew was all diesel where some steamers could be found and after some head-scratching he came up with the location of his road's "bone yard" where dead locos were stored, and of an industrial pike which still had an 0-4-0 tanker under steam and in service!

Small Time Railroading

▶ I am intrigued by the space-saving possibilities of TT gauge since I live in an apartment, but am afraid that it is just too small for me to assemble. Would you advise me to build in this gauge or HO or OO?—Chas. Uriki, Galveston, Texas

ANSWER: It's something like advising you on the choice of a wife. We don't know how excited Glyn Lewis would get on this subject, but from our experience in both smaller gauges, TT and HO, we can tell you that the parts you have to handle are no smaller in TT than in HO—that is, they do not recede into infinity. Both use the same size secrws for instance, and TT engine mechanisms come completely assembled and tested so you are saved that grief. It takes but a few hours work before your idea of what is small changes.

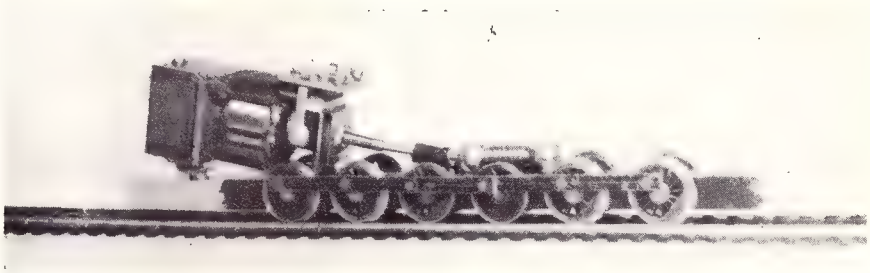
Brass Betsy

▶ What ever happened to Brass Betsy, the small HO consolidation kit formerly offered by Great Western? I would like to obtain some parts for it if possible.—Miles Pola

ANSWER: Brass Betsy, or what was left of her, was taken over by The Cliff Line, Box 322, Station 1, North Hollywood, California. No complete kits are to be had so far as we know, but part are available according to a recently sent-out list we have seen. Brass Betsy drivers may also be obtained from Kemtron (see their catalog). These are of their own manufacture but look just right and run well.

ONE THAT GOT AWAY —FORTUNATELY

by Bill Schopp



I HAVE occasionally been criticized for presenting photographs or other information in RMC on my failures in model building as well as successes. You have undoubtedly had your failures too but do not want to talk about them. Perhaps this boo-boo of mine will steer you clear of making the same mistake.

The HO locomotive was to be a Union Pacific type, a 4-12-2, with DC-91 power. Since the prototype had 68" drivers on 70" centers (except for the front pair), I had to drop down to the next smaller size available drivers, 63"-ers. The drivers shown in the photo are Varney Casey Jones drivers. The worm, mounts and flexible coupling are Bowser, the mounts cut down a little in height. The motor is a DC-91 Pittman, with the lower front part narrowed down to ½" to fit between the rear drivers, and the shaft filed to about 3/32" diameter to use with the Bowser coupling.

I carefully laid out the rods and frame, using the required 6'10"—(70")—wheel spacing and after much working got the thing working very smoothly, at least on 48" radius curves—with only two pair of drivers blind. At this point I took a good hard look at the mechanism as shown and described and decided I would have to junk the whole project for the moment and make up a new frame and rods with greater adherance to scale.

Should I explain just what my error was? No, you see if you can figure it out on the basis of information given. Drop the editor a line when you find what I did wrong, but for goodness sake don't tell Teachers College, Columbia University, or they might revoke my master's degree in Teaching of Mathematics.

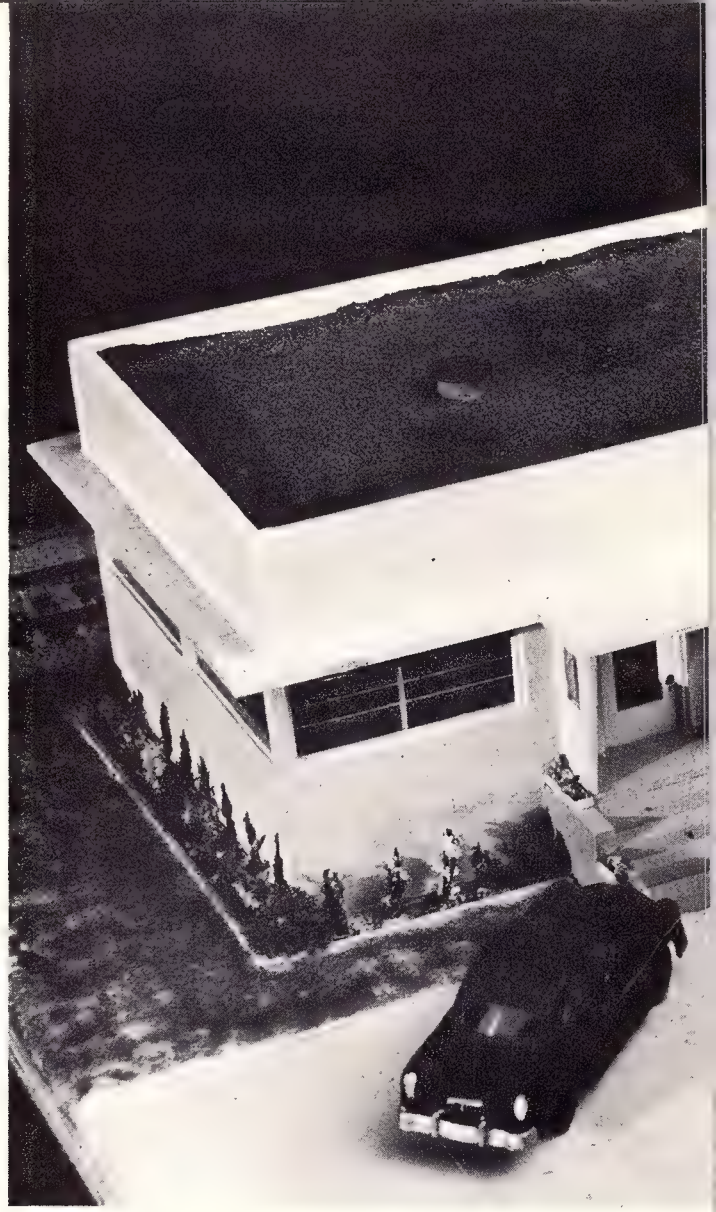
NEXT MONTH:

by Lloyd Giebner

L C L

BREAK BULK STATION

by Lloyd Giebner



Put your railroad in the Less Than Carload Lot business with this Break Bulk Station and you will have trucks working for your railroad. It's a clean, modern structure with eye appeal.

THIS L C L Break Bulk Station will give you an opportunity to use and display a few scale model trucks. As you can see in the model, one of the trailers is backed up to the closed door, indicating that it has been loaded and ready to be shipped out. The truck tractor is still under the shed awaiting orders to couple onto the trailer for its L C L deliveries.

Now if you will put your imagination to work, you can just imagine that the fellow sitting on the platform in the photograph is the truck driver awaiting orders to hit the road.

This truck loading station will be used in conjunction with a piggyback depot and ramp which will be described shortly in another article. However, it could be used as an individual truck line station which receives carload lots and is broken up into less than (LCL) carload lots to be shipped by truck to its destination.

Just any way you decide to use it I'm sure it will be an attraction on your layout as very few railroad modelers have gone in for the trucking business in connection with their railroads.

Northeastern precision cut scale lumber is recommended for this project and a list of materials is found on these pages:

The dimensions are in feet and inches and all you need to fit your gauge is a scale rule. Square all material before any cuts are made.

Construction

Details of Walls—Using the 3/32" x 3" sheet, cut all four walls according to dimensions. Cut out the doors and windows of the front and rear walls. Cut the 9 inch square corner posts and glue them to each end of the front and rear wall only. Allow time for glue to dry and then add the dotted line interior bracing to the front and rear wall only as outlined in the drawings. Allow plenty of time for the glue to set on this interior bracing.

Assembly—It is important that this building be in perfect square—therefore glue the front and right wall together and push your square up against the walls and allow time for the glue to set, then glue the rear and right wall together, square the corner. Affix the top and bottom pieces which form the left wall and add the 9 inch square piece which separates the windows.

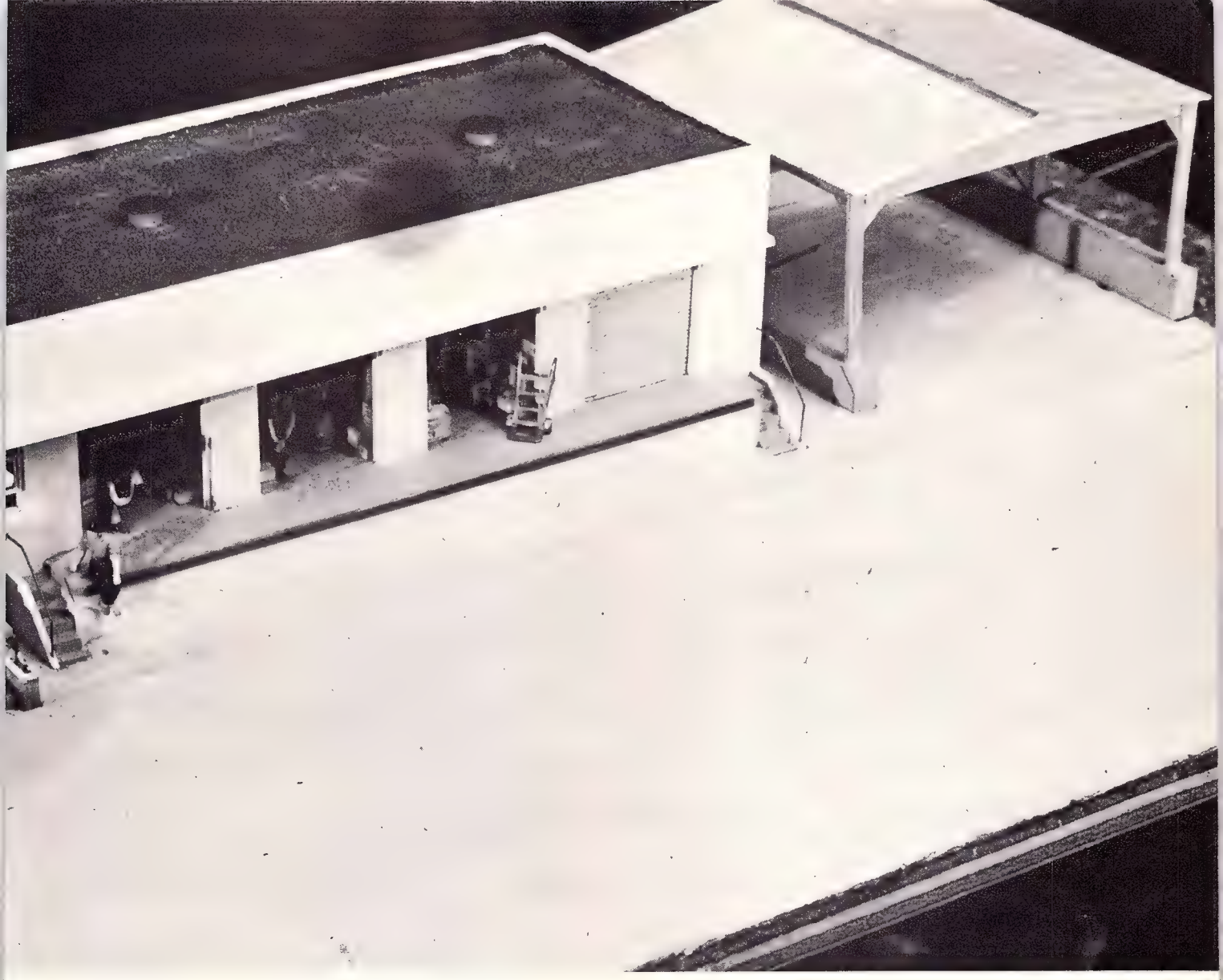
Add the dotted line interior roof bracing to the left and right wall.

Cut the 3 x 6" trim (use 1/32 x 1/16 inch strip) to fit all doors and windows and glue in place. PLEASE NOTE: The center frame in the small front windows is 3 x 3" material, so split the 1/32 x 1/16 inch strip to get the size.

Take a look at the drawing "details of roof", see notation 21" drop awning around walls. Cut this drop awning (use 1/16 x 1/4 inch strip) to fit around front, rear and left walls only as indicated (miter corners) and glue to walls exactly 6" above door and window openings. DO NOT add porch roof at this time.

Paint this portion of the assembly white or any other color of your choice.

Details of Platforms—Make up the



Staff Photos

front and rear platforms according to detail and glue in place, paint platform deck concrete color and lower portion white.

End Steps—Using the 3/32 x 1/4 inch strip make up the steps according to dotted line detail. Starting with the bottom step and building the others on top until you have the correct number of steps, paint the steps concrete color and glue up against the platform. Cut the outside step piece according to dimensions, paint white and glue up against the steps, add the 0.20" wire railings, being sure to add the 3 x 6" bumper board on the front platform.

Details of Porch—Using the 3/32 x 1 inch strip, make up the steps according to dotted line detail, paint concrete color and glue them to the wall, centering the steps directly in front of the door opening. Cut the step side pieces according to dimensions from a 1/8 inch wide scrap-paint concrete color and glue in place. Cut the two roof support columns according to detail, paint white and glue in place. Add the porch roof and the 3" wide piece underneath the porch, paint white. For the flower boxes, use 12" channel and close open end facing you, or the boxes could be made of file card stock. Place a few varicolor flowers in the boxes.

Office Doors—Use Strathmore or white card for the doors, cut the opening for the glass and glue doors in place.

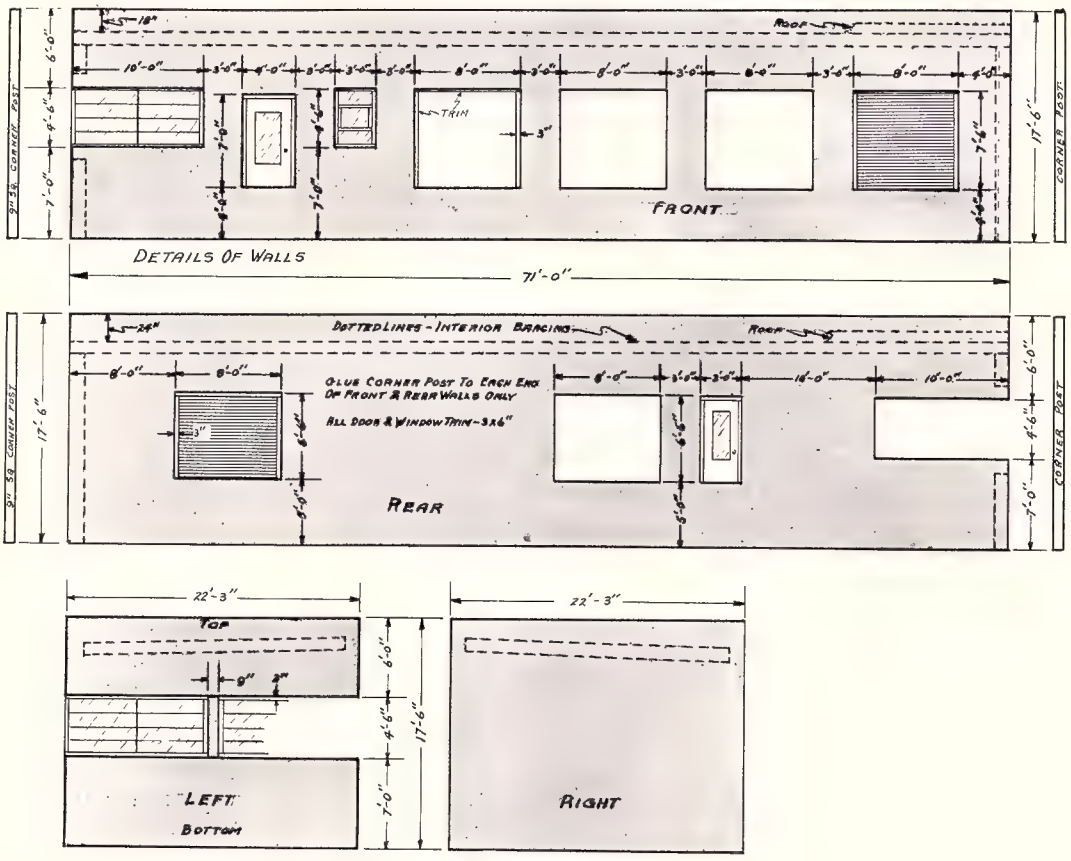
Glass Windows—Scribe celluloid according to detail, cut windows to fit and glue in place. Use glue sparingly so as not to smudge.

Freight Doors — Photographs of the model show that both rear doors are closed and one front door is closed. For these doors cut pieces to fit from the corrugated roof material which is used on the shed. Also the photograph shows that three doors are open with boxes and barrels stacked in the doorway ready to be loaded into the truck trailers. To accomplish this effect make up a box like affair to fit the opening.

The inside measurements of the box should have a floor 32'—0" long and 7'—3" wide (use 3/32 x 1 inch strip), paint floor concrete color. The sides, back and top of the box is painted black. Add the shipping boxes and barrels in the box and glue it in place.

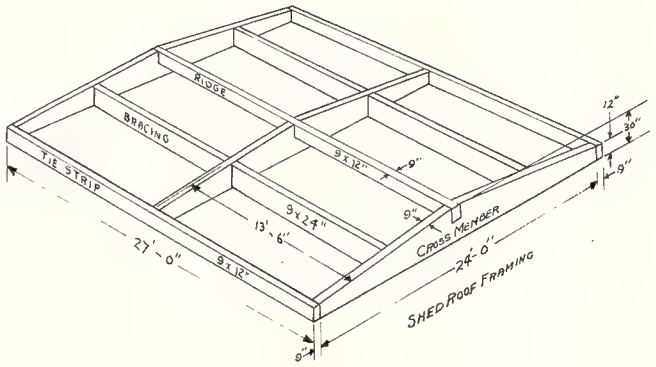
Details of Roof—Cut the roof (use 3/32 x 3 inch sheet) to fit and glue in place. Paint roof with black (quick drying) enamel and sprinkle with finely sifted sand while paint is still wet. Make up the three air-vents and attach to the roof according to detail, add the vent pipe. Place a hand truck and a few figures on the front platform.

Details of Truck Tractor Shed—Make up the shed roof frame according to dimensions and sizes of material and set aside to dry. The roof used on this shed represents corrugated metal—therefore rescribe each line on the sheet of scribed sheathing with a blunt scribing tool. The roof overhangs the frame 6" all around. Allow 18" on the sides as the side frame takes up 12" when glued to the tie strip. Cut corrugated roofing to fit and glue in place. See August 1955 issue of RMC "Piggy-back

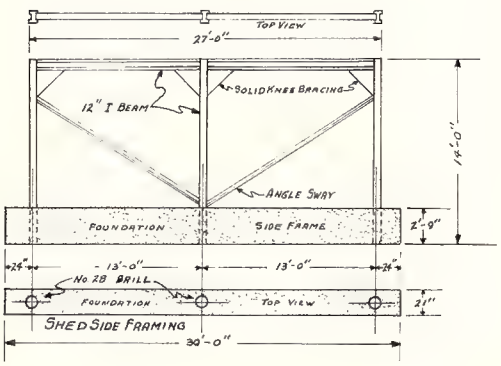


L C L BREAK BULK STATION

DRAWINGS ONE HALF SIZE HO GAUGE



DETAILS OF TRUCK TRACTOR SHED



Depot," for more information on this roof construction.

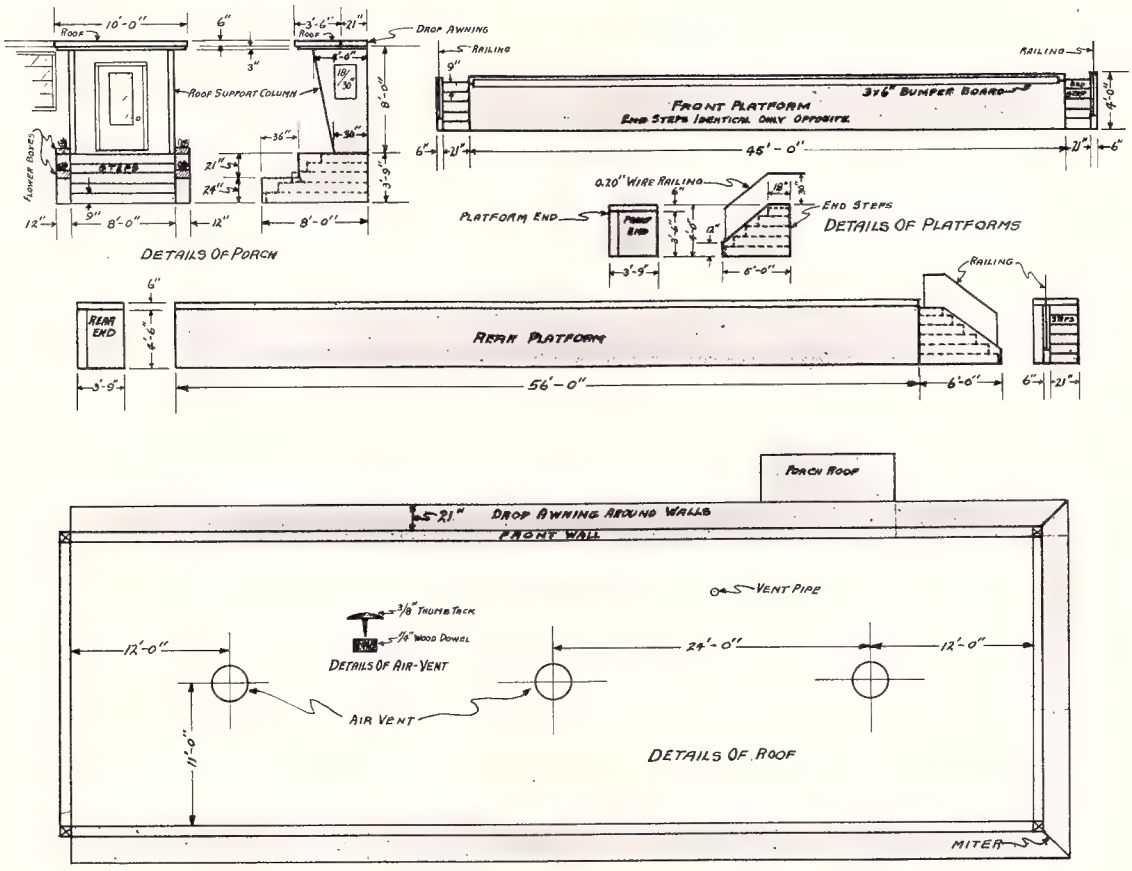
Shed Side Frames—Use 1/4 x 3/8 inch strip for the foundation. Drill the No. 28 holes as indicated and paint concrete color. Cut the I-beam posts to size and glue in holes. Add top I-beam, knee bracing and angle sway, when dry glue to tie strip of roof. The foundation connects both sides at the back, cut a piece to fit and glue in place.

Paint roof and side framing with dope silver.

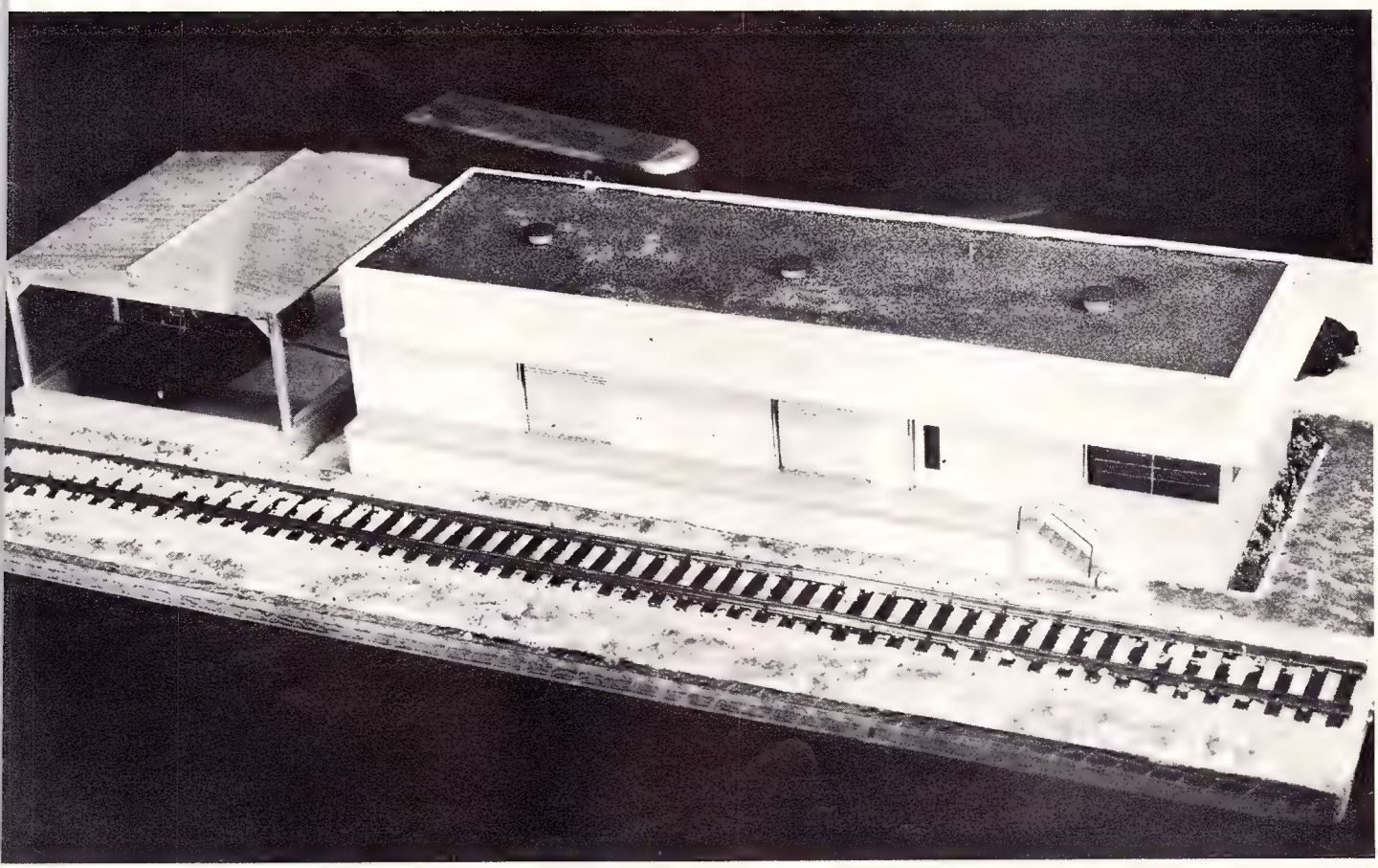
Place this truck freight station and tractor shed near your piggy-back depot as they are part of the piggy-back idea. However, if you just want to use it as a truck freight house without the piggy back ramp and shed as described in the August issue of RMC, it is OK.

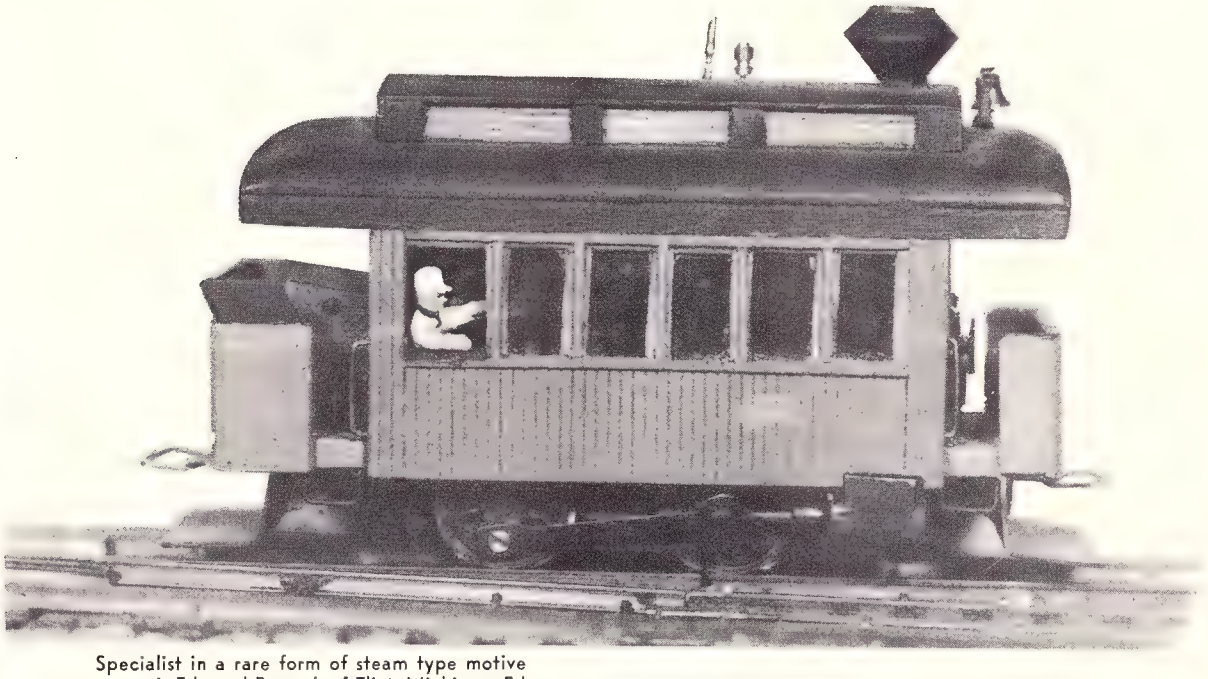
MATERIALS

2 lengths 1/32 x 1/16" stripwood
1 length 1/16 x 1/4" stripwood
1 length 1/16 x 1/2" stripwood
1 length 3/32 x 1/8" stripwood
1 length 3/32 x 1/4" stripwood
1 length 3/32 x 1/2" stripwood
1 length 3/32 x 3/32" stripwood
1 length 1/4 x 3/8" stripwood
1 length 3/32 x 1" stripwood
2 lengths 3/32 x 3" sheetwood
1 length 12" I beam
1 length 3/64" angle
1 sheet 1/32" scribed sheathing—3/64" spacing
3-3/8" thumb tacks, 0.20" wire, celluloid, glue and paint.



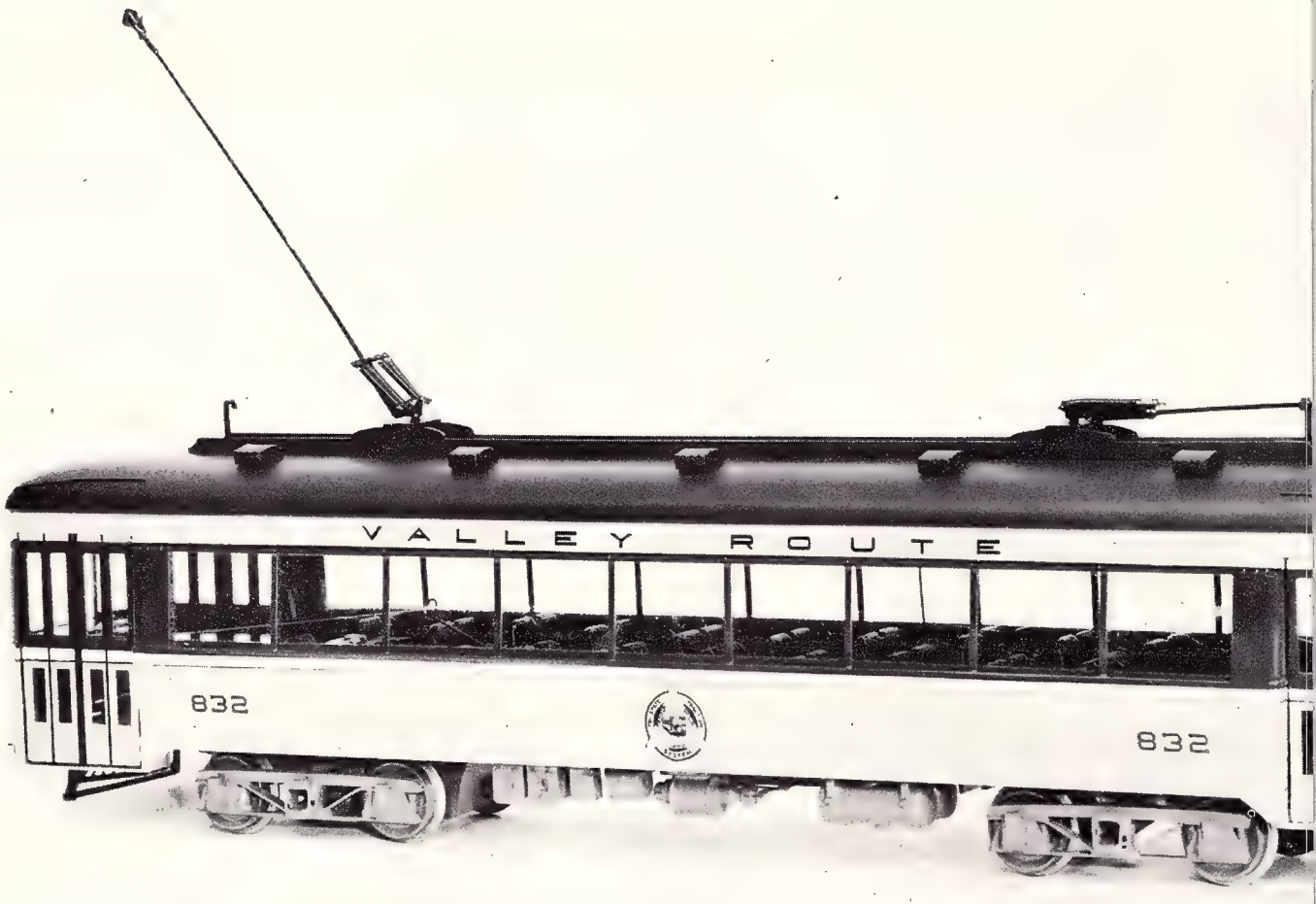
Open corrugated shed at far end of structure provides protection for tractors from weather. Rail spur in rear can unload two cars at one time. Structure is built almost entirely from precision shape wood.



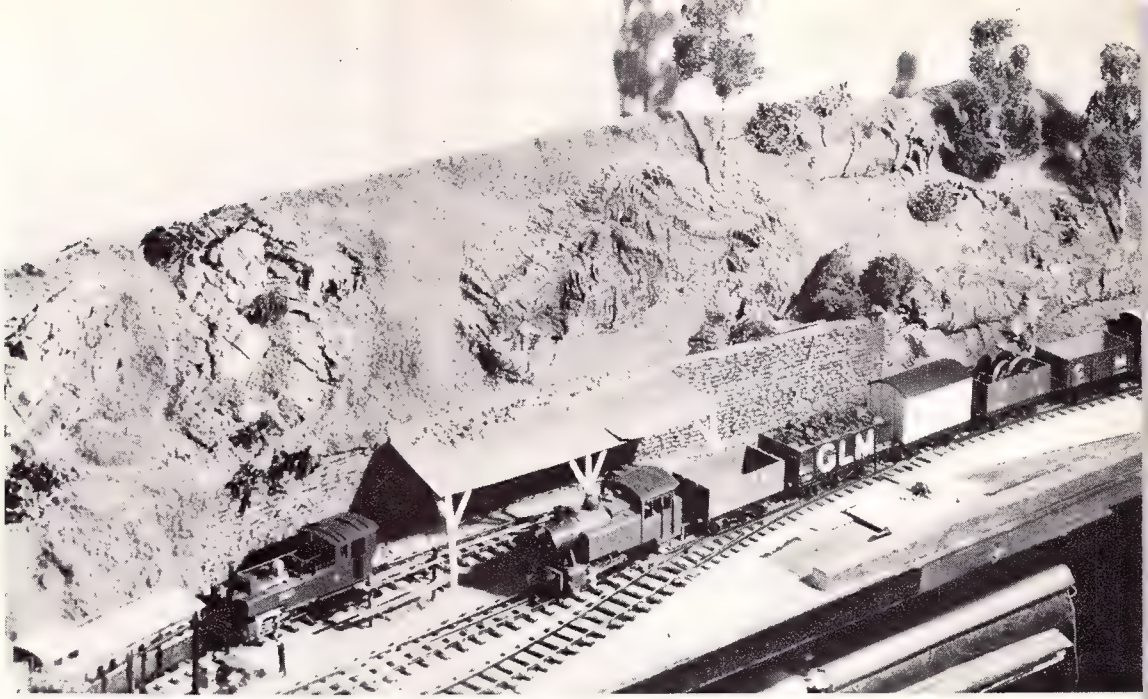


Specialist in a rare form of steam type motive power is Edmund Penrod, of Flint, Michigan. Ed got started on steam dummies after seeing an article on one in a back issue of RMC. These tiny engines are ideally suited for his Genessee Short Line, taking sharp curves with ease. Do any other readers go for this type of engine?

Russell N. Schram, of Dayton, Ohio, is the proud owner of this speedy and delicate looking West Penn Railways No. 832, built in O gauge. It is all metal, wood roof; built by Wagner Car Co.



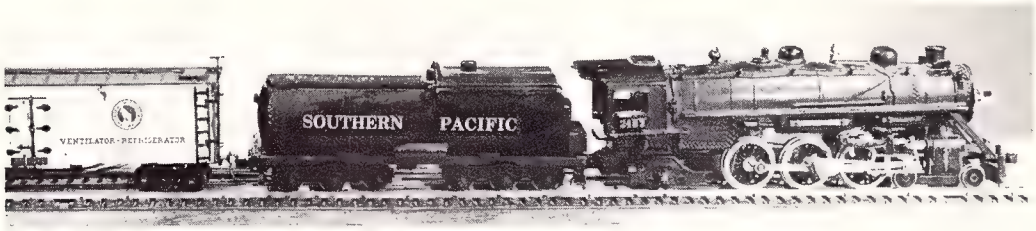
inimum of $5.00 is paid for all photos earing in this section. Photos are selected a basis of good photography and reader erest; you are not limited to some super ailed model! Send photos of your pet jects together with building information Picture Editor, Railroad Model Crafts-n, Ramsey, New Jersey. Mail your pictures ay.



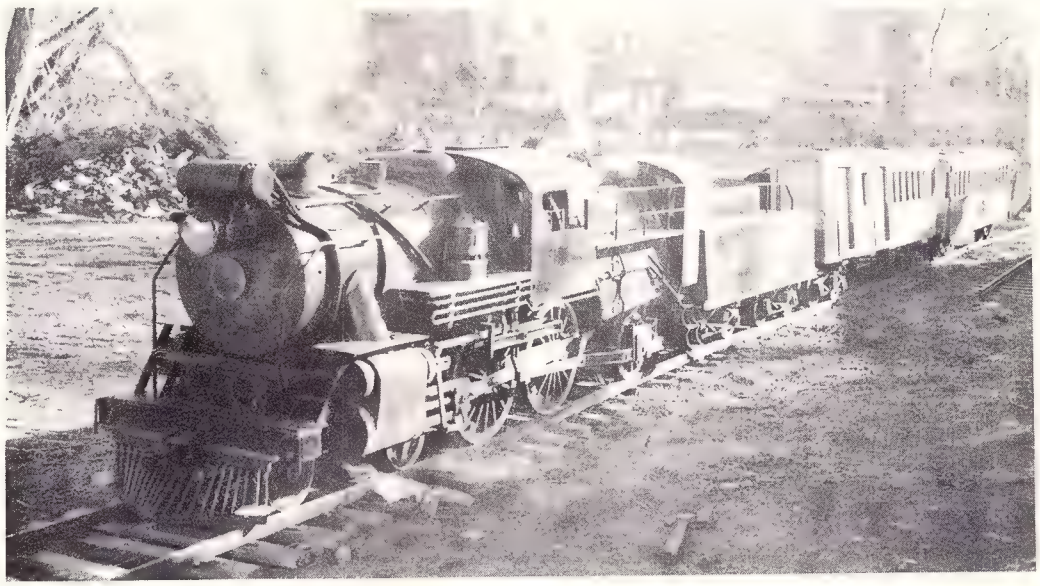
NABOR'S PIKE

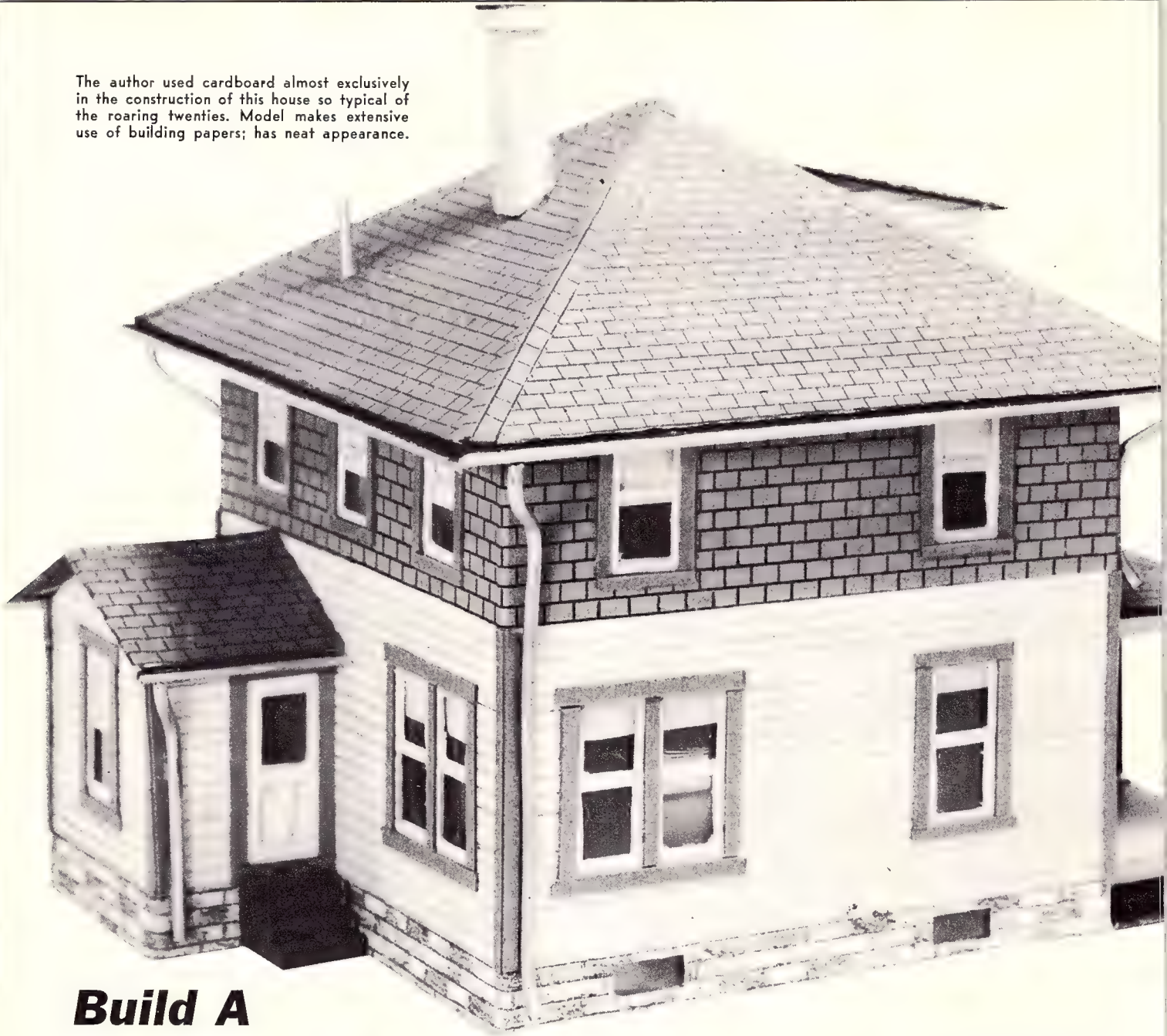
If that big tank engine in the center of the picture looks somehow familiar, it should! It's a Mantua Booster, somehow transported to Scotland and put to work hauling bogies on the HO pike of P. D. Hancock, famed British builder.

Charles Elmore spent four months building this Varney Super pacific in HO gauge, the 2nd loco that he built and he's since built five more. This kit has since been discontinued from line.



Two inch scale makes for a pretty big model but C. Case of Boulder, Colorado, wasn't satisfied with the 9½" track width that it would have given and decided instead on wide 12" gauge so that he could also run his engine at the nearby carnival tracks. In any event, the kids in the neighborhood think it's terrific.





The author used cardboard almost exclusively in the construction of this house so typical of the roaring twenties. Model makes extensive use of building papers; has neat appearance.

Build A HOMELY HOUSE

by I. S. Komisch

So common and yet so rarely seen on the model railroad is the square box type house of thirty years ago. At least a few of these structures on your layout will give it a natural look, missing from many layouts.

A GREAT many of the homes in the country are what I call just plain houses—not modern, not ranch types, not bugalows, and not antique, either. There are several kits on the market for plain houses, but there are none for the popular square type home built in the 'twenties. These square, cubic houses were so shaped because they enclosed the largest number of cubic feet in the smallest amount of wall, as I used to be able to show by calculus. The particular home shown in the photo was (and probably is) located, as nearly as I can recall, on the 700 block of Garfield Avenue, in Palmyra, New Jersey and was, during the 'thirties when the photo was taken, used as a parsonage. The plans presented are faked up from the photograph and a dim recollection of the interior arrangement, and may be easily departed from if you have some ideas of your own. The main requirement is to retain the squareness.

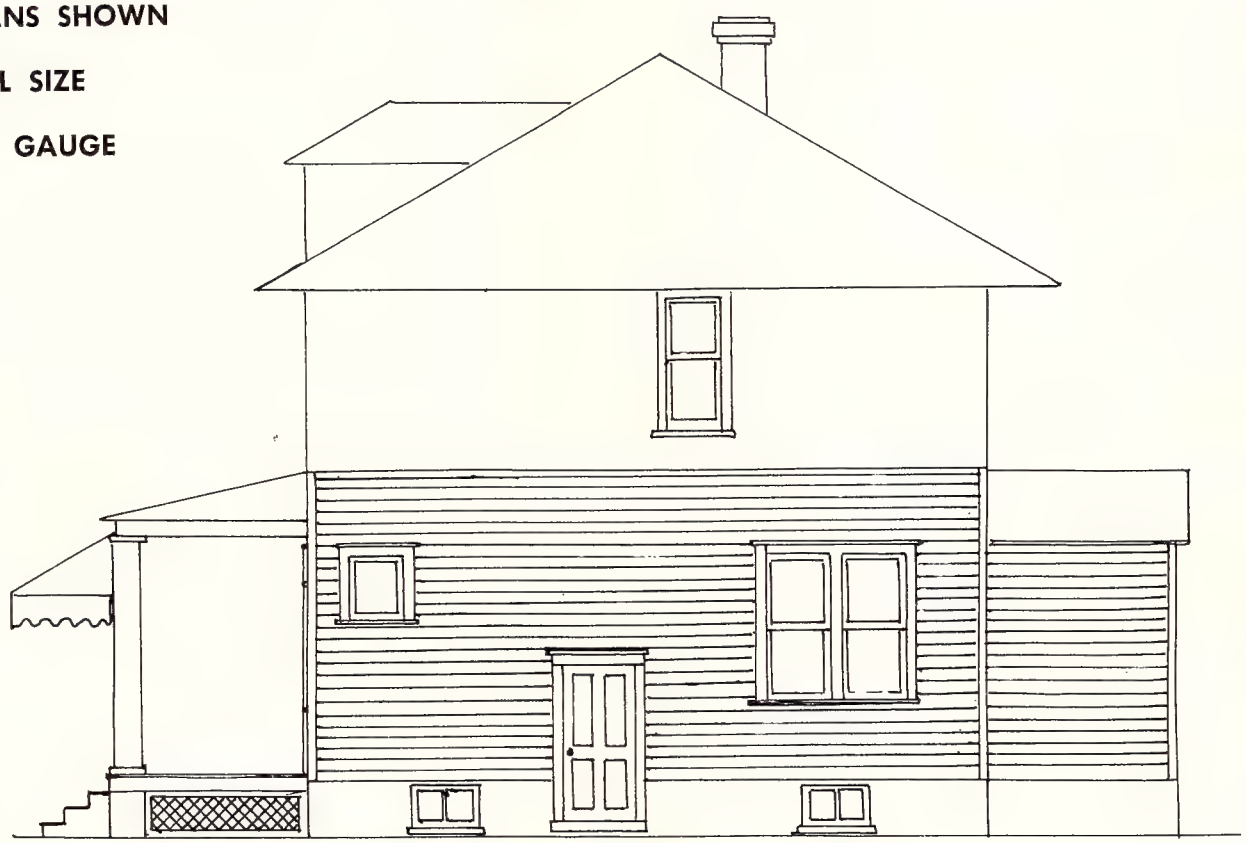
My model, in HO gauge, is made with a minimum of painting. The walls are made of "railroad board," which is the technical name of the shiny cardboard which can be bought in most variety stores in large sheets for making posters. I was able to obtain some that is egg-yolk yellow. The upper part is covered with a reddish shingle which goes well with the yellow. The window sills, doors, jambs, and corner coverings are made of a reddish cardboard snitched from an old portfolio. This has the advantage of being colored all the way through. The roof is cardboard covered with building paper slates, gray in color.

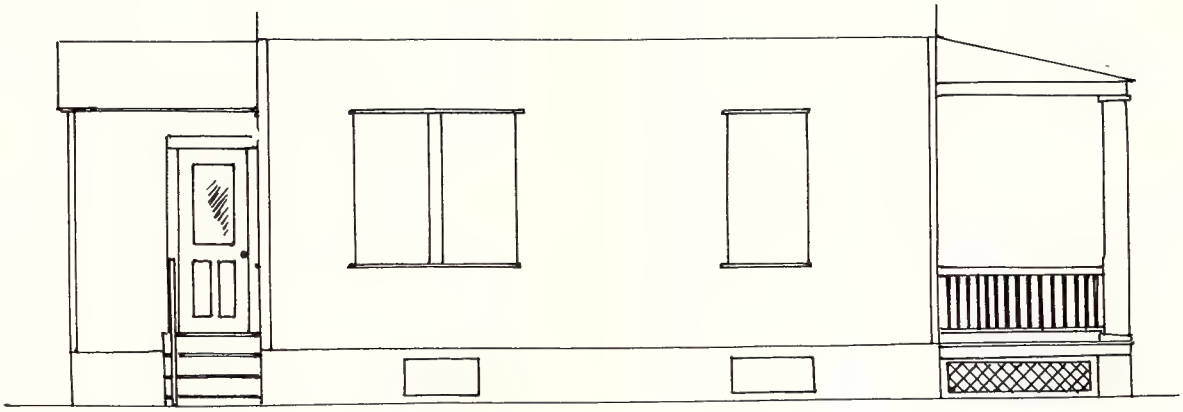
The piece of cardboard used for

PLANS SHOWN

FULL SIZE

HO GAUGE





construction is fastened to a drawing board and the various sides laid out in order as far as possible. This keeps window heights even. A pair of dividers or a compass will help in horizontal spacings. Be sure to mark the horizontal clapboard lines with a soft pencil. (If you want to build this plain house from real wood such as Northeastern clapboard siding, go right ahead. Unfasten the sheet from the drawing board and put several thicknesses of cardboard under it, then cut out the window openings with a new single edge razor blade or a new hobby knife blade. Make your cuts exactly where the glass will be (and of course panels in doors). Where cuts are going to leave a slender cross as in the middle of a double window, make ALL these cuts *away* from the intersection of the cross so that you will have a better control of amount you have to overcut to flick the "sash" out cleanly. It is fairly easy but still tiresome to do this cutting when the piece of cardboard is loose on the drawing board so that you can turn it to a comfortable angle. Cement the various sills, jambs, etc., in place next.

Cut out all six sides (four full sized, two small for the shanty) and cover where required on the upper parts with shingle building paper. You do not have to X the windows and bend through the little triangles and cement down as is usual building paper technique, but cut at the window outlines. The raw edges of building paper will be covered by the side-pieces (dare I call 'em jambs?) of the windows. However wrap the shingle paper around the ends of the sides. Ditto for foundation.

Cut out a floor to just fit inside the sides and cement the sides to it and to each other. ⅛" square wood may be put inside the corners with a few crossbraces of the same but is not really necessary. Glaze windows with clear plastic and cement in window shades of colored paper at various levels. Lace curtains made from the crinoline covering of Band-Aids may cover the lower parts of the window and give a touch usually lacking on model homes.

The box is now roofed with a flat piece of cardboard which sticks out almost as far as the roof shows on the plans. The roof itself is then made from three separate triangles of cardboard, individually covered with shingle paper. The base of two of these triangles can be determined from the front elevation, and the altitude from the side, and the other two vice-versa, altho for the bases it is better to work from the dimensions on your model. The four roof sections are then cemented in place and the joints covered with a strip of shingle paper two shingles wide creased along the line between the rows. This pyramidal roof will support itself well when cement has dried. Varney brick cardboard or any brick paper covering a piece of wood makes a good chimney. The soil pipe, not shown, will be a bit of heavy wire above the bathroom, right rear.

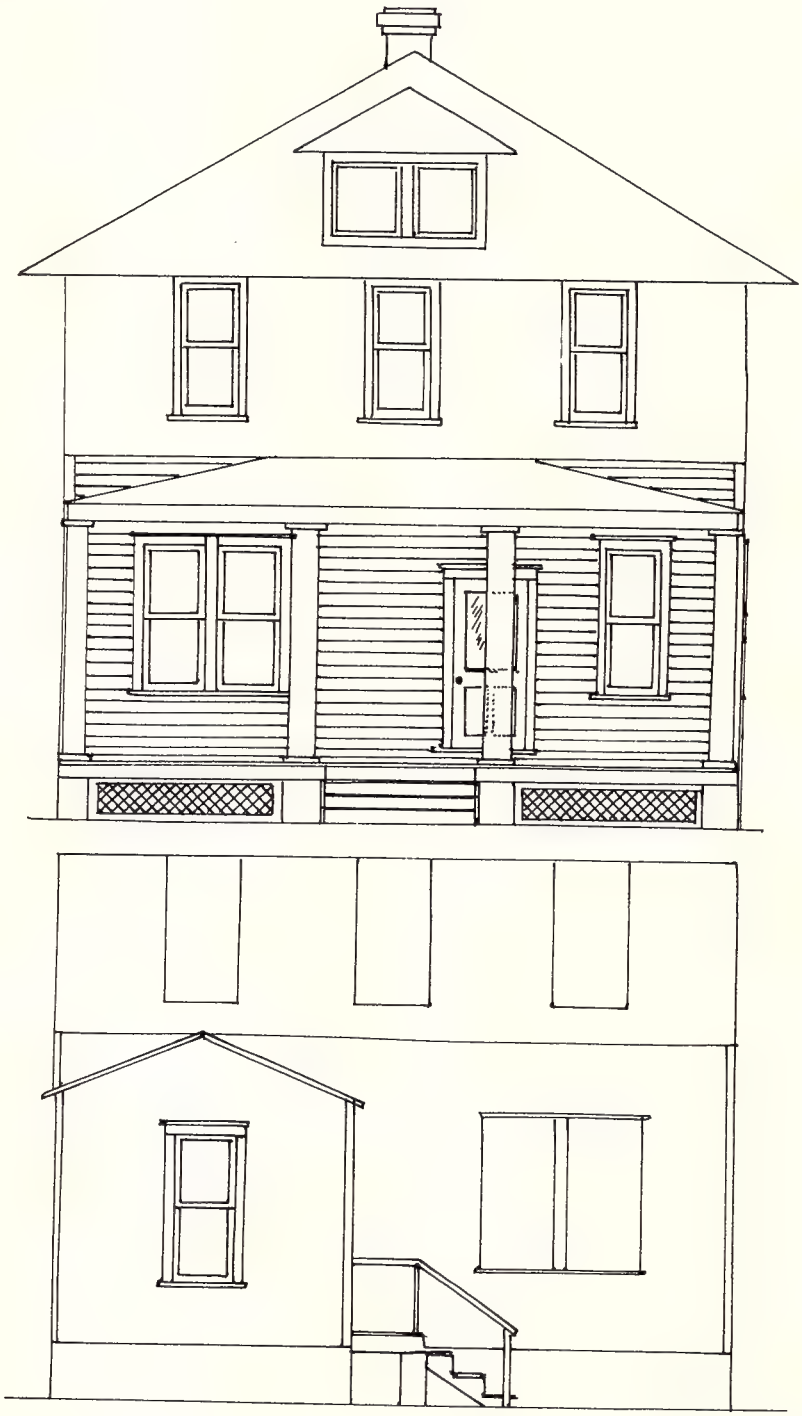
The porch is built up on an extension of the floor. First there are cement bases, made from wood, screens between these made from window screen, beams made from cardboard, a floor made from brown or gray cardboard scribed with a hard pencil to represent boards, and then the pillars. These may be square or round wood and really should be tapered, but mine are not. They should be pre-painted. Other beams link the tops of the pillars, then the porch roof is made from three pieces of cardboard (two triangular, one trapezoidal) whose dimensions can be taken from the plan covered with shingle paper, a-la the main roof. The rear porch or stoop is similarly made. Steps can be built up from the cardboard or cut from a piece of old Varney wooden step section if you can find any.

I did not show the gutters and downspouting on the plan, but it is apparent from the photos that the building is fully treated. After some experimentation I found the best way to make the gutters was with a piece of 1/16" thick x 1/14" or so wood or plastic strip. One corner of this is rounded with sandpaper for the outside curve of the bottom of the gutter, while the rest of the piece sticks back under the eaves to provide a good anchorage for the "gutters." Of course corners must be fitted, and not more than 3/32" of the flat piece should show. When cement has set, paint the gutter silver, and when that is dry, rule on a black line atop each with a ruling pen to indicate the hollow inside of the gutter. Downspouting is made from 1/16" galvanized wire which can be obtained at any hardware store. A little easier to work but more expensive is wire solder. Cement in place.

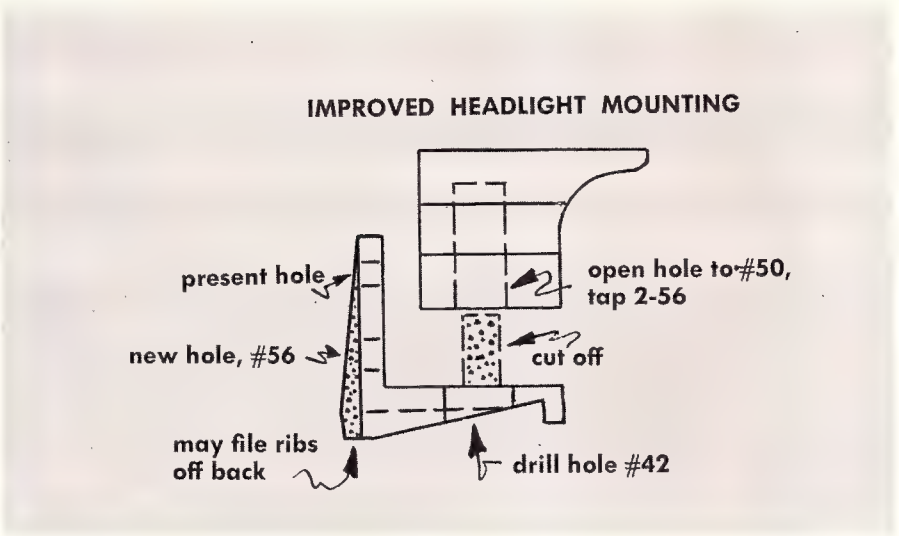
Nothing has been said about accessories such as garbage can, garage, clothes line, porch rockers, awnings, shrubbery, etc. so I'll leave them to you. If interior lighting is to be added, some partitioning and floor should be added inside, and not all rooms should be illuminated, as if the owner had stock in Public Service Electric & Gas Company. Probably just the downstairs would be lit up, with some light coming up the stairway from the hall at front right.

FULL SIZE

HO GAUGE



Improved Headlight Mounting



THE Varney headlight and bracket kit is quite popular for use on free-lance or modified HO locomotives. However it has two faults which can easily be remedied. Actually these faults are similar: the bracket screws to the smoke-box front with only one tiny screw, and the headlight itself fits on a stud on the shelf of the bracket. Neither mounting is very secure and all too often you will find yourself with a bracket that is canted to one side, and a headlight that is twisted partway around, very distressing. While cement can be used, this is not very appealing to many modelers who like 100% metal-to-metal security and distrust cement for locomotive use.

To make the bracket stay in place tightly, simply drill another No. 56 hole a short way below the present one. This will allow you to mount the bracket to the smoke-box front with *two* 00-90 optical screws. These screws should be in every modelers tool box along with the No. 56 clearance drill and No. 60 tap drill and a 00-90 tap. They are very inexpensive, 60c. for a gross at any hobby store. I suggest you snip off the bought ones to about ⅛" long so that you do not have to drill and tap too deep a hole in the smoke box front. You *may* have to file away all or part of the sloping ridges on the back of the bracket in order to make it sit level. If the second hole you drill walks off-center, simply file it oval shaped with a mouse-tail file.

To hold the headlight down tightly, open out the hole in its bottom to No. 50 and tap 2-56. Then cut off the stud on the bracket shelf and file smooth, replacing it with a No. 42 hole. Then the headlight may be mounted with a 2-56 x ⅛" machine screw. The head of this screw will show on a level view of the loco so you may want to hold the screw in a pinvise and file the head down. If this destroys the slot, cut another with a file

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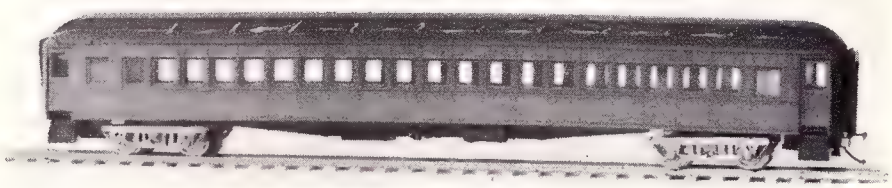

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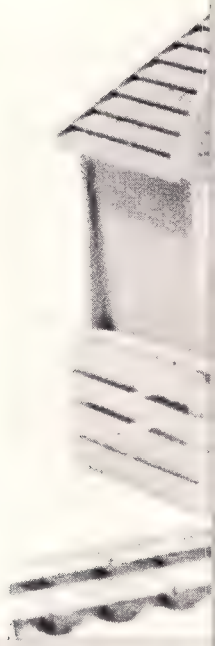


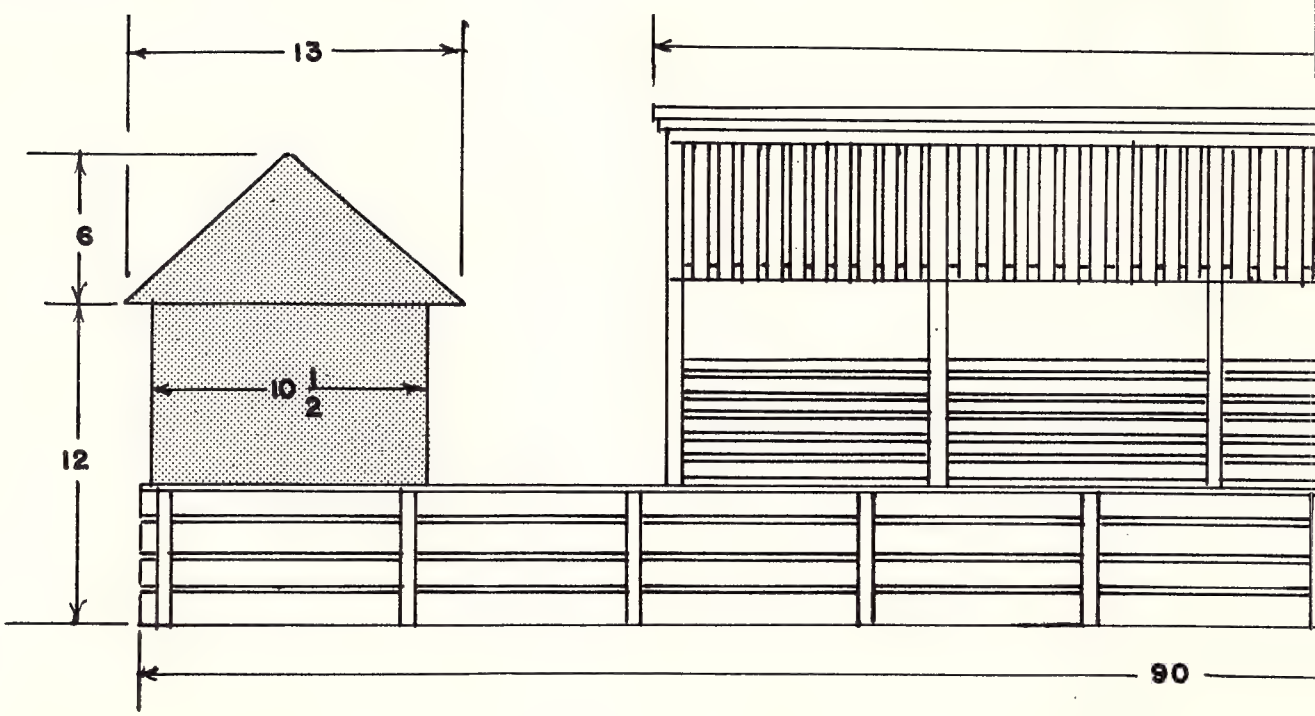
FRUIT LOADING SHED

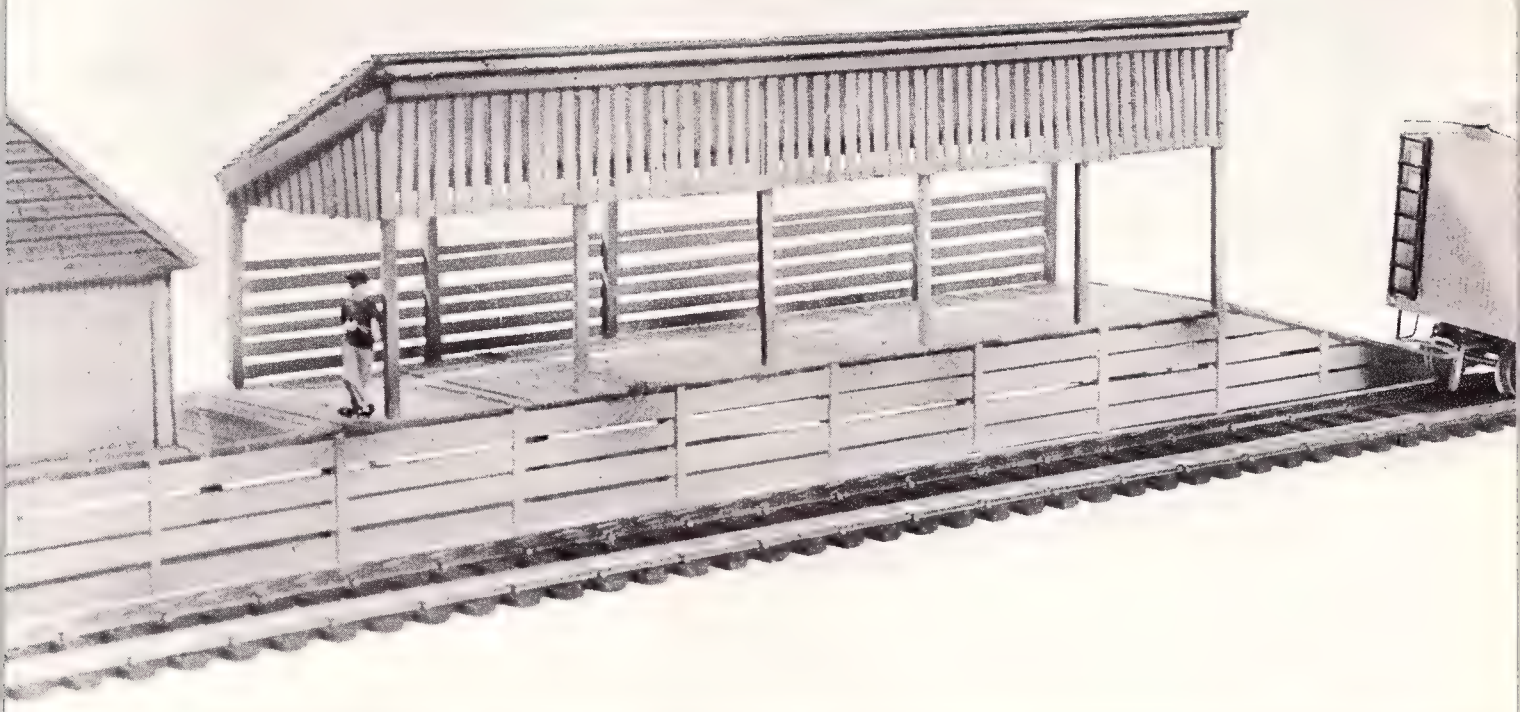
HERE is an easy-to-build trackside structure. It is a fruit loading shed that is located at Edenvale south of San Jose, California, on the Southern Pacific tracks.

Construction consists of first building a platform from strip wood, and then mounting the shed and the storage hut. The upright posts of the shed are 4x4s. Most of the planking is 1x4s.

The roof on the shed, in the model, was made by using "O" gauge clapboard siding, and cutting the siding with a knife to represent shingles. The model in this case was built in HO gauge.

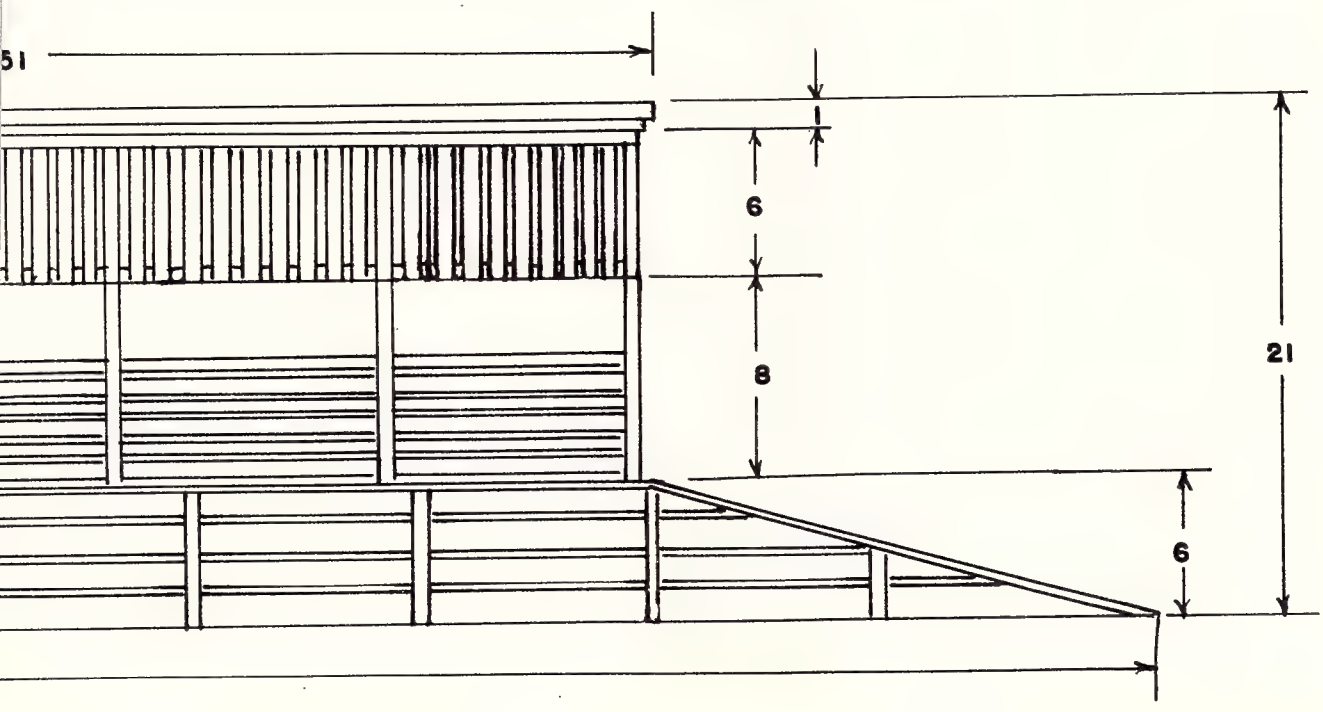
Approximate dimensions are given so that the structure may be built in any gauge.

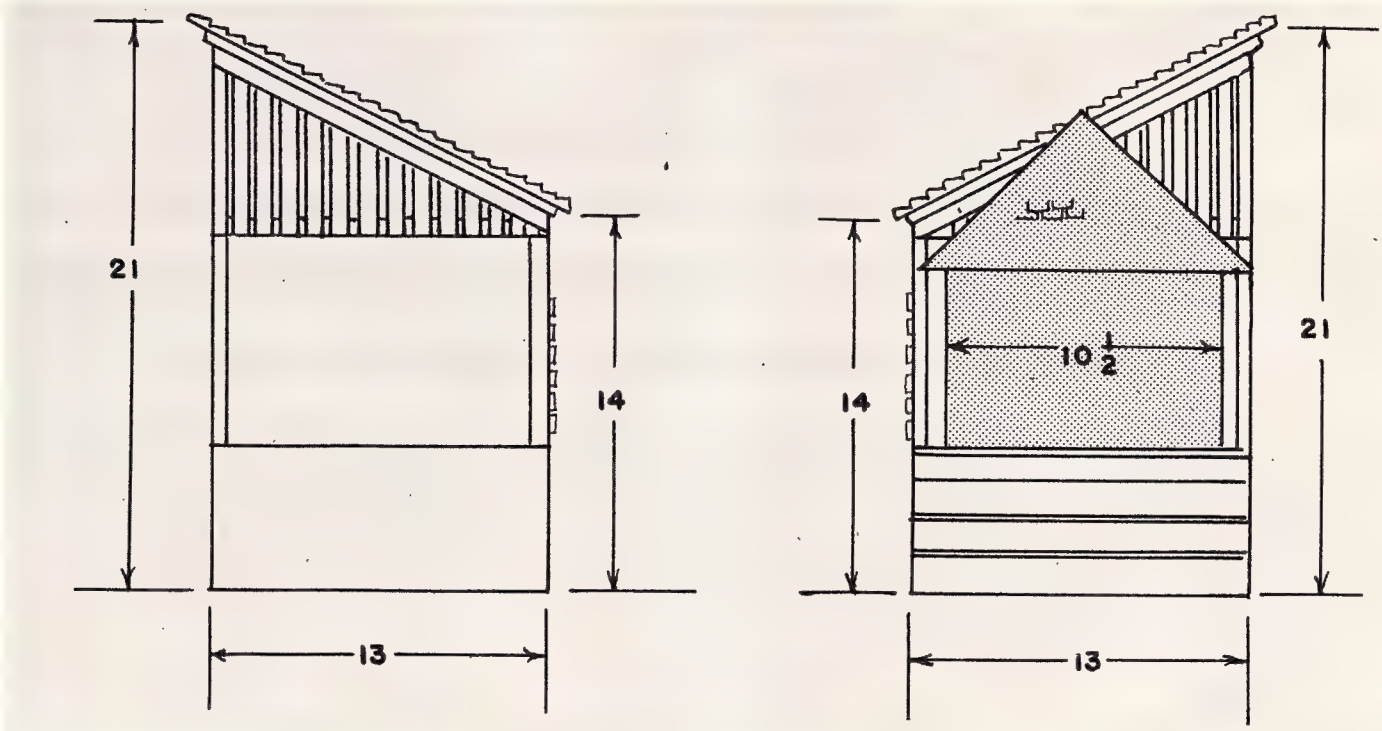




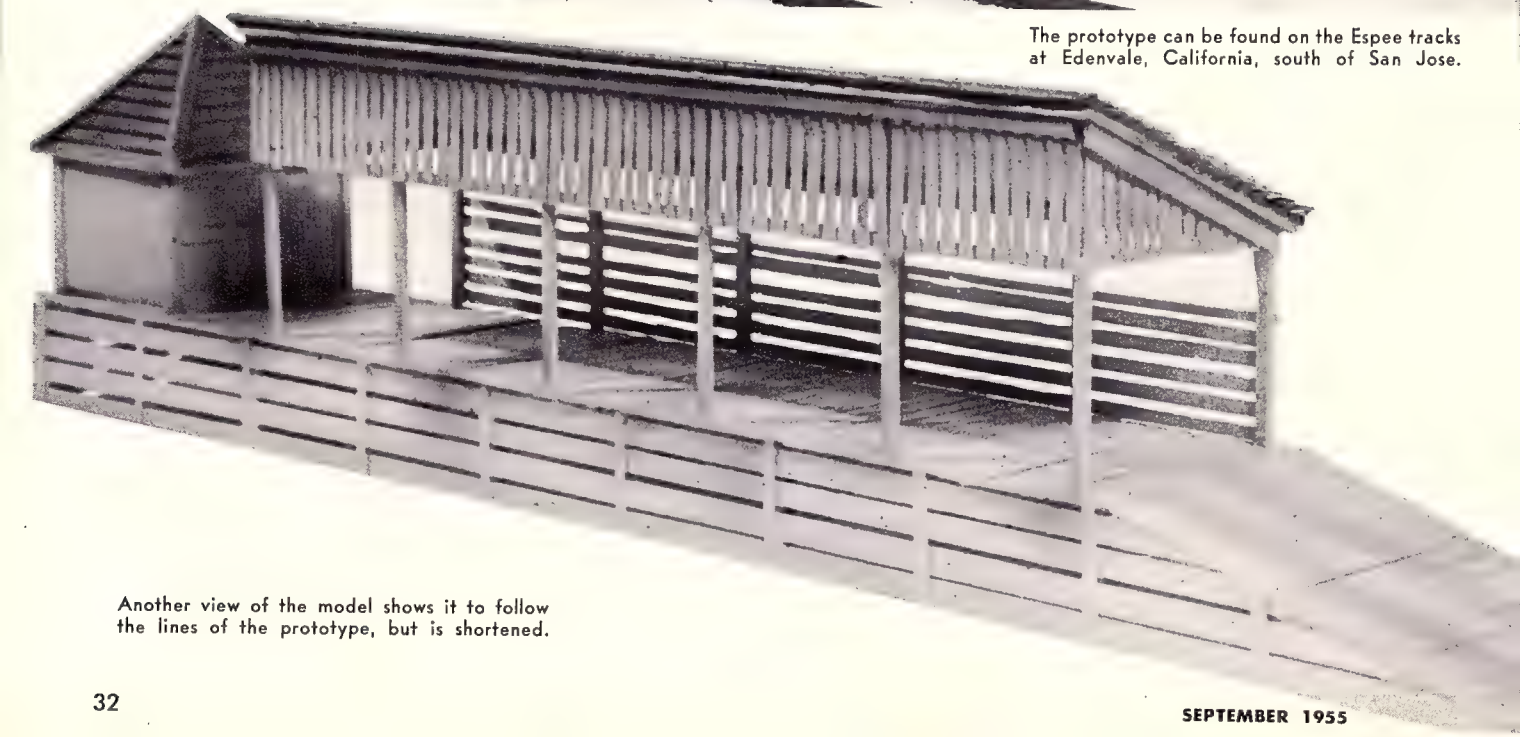
by Earl Cochrane

Drawings Full Size HO Gauge





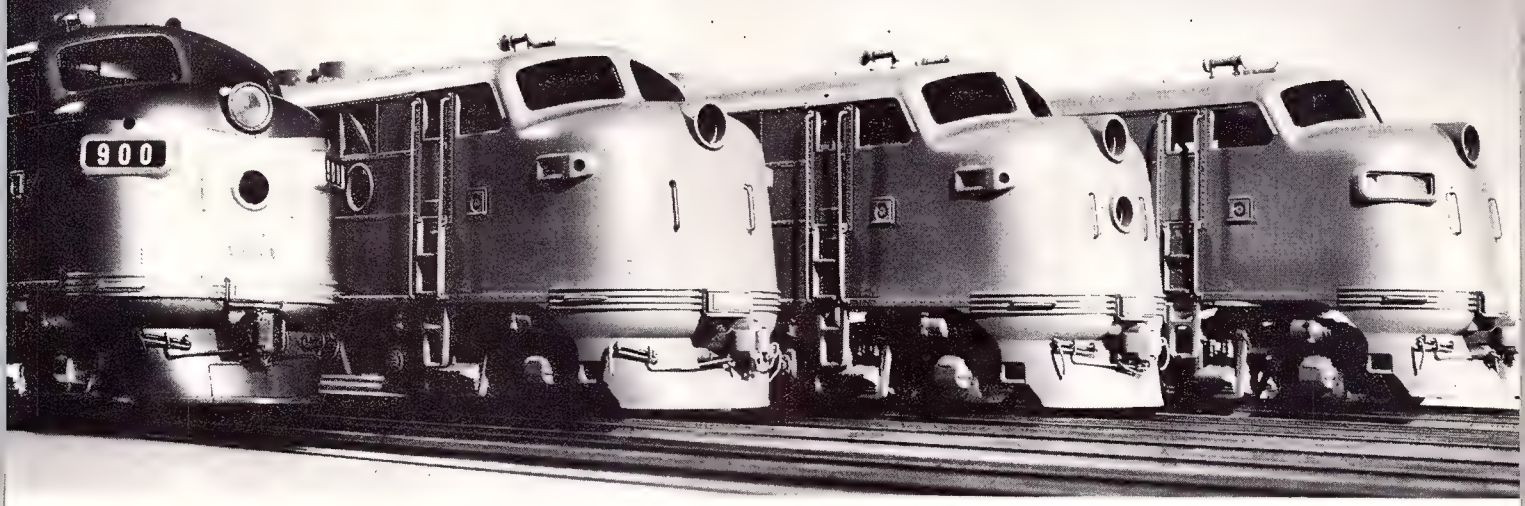
The prototype can be found on the Espee tracks at Edenvale, California, south of San Jose.



Another view of the model shows it to follow the lines of the prototype, but is shortened.

is your road GOING DIESEL?

by Harold H. Carstens



The growing popularity of diesels among the model railroading fraternity and their use on your home layout can well change the entire appearance of terminal facilities and railroad.

WITH diesels becoming ever increasingly numerous on the real railroads, it's only a question of time before even the most stalwart steam lover breaks down and adds a growler to his own pike. The diesel is a good hauler and you'll find that she'll do some things your steam engines can't, or she'll do them better.

One nice thing about most diesel kits, especially in HO gauge, is their cost. With but few exceptions, the average diesel road engine can be had for about $20 per unit with some prices as low as $15 and less. Other diesel types have a price range that is about the same as for a comparable piece of steam power.

The price of the diesel kit is largely dependent on the material from which it is made. Most economical are the die cast zamac and plastic kits which normally run under twenty dollars. These units do run higher when the kit contains a number of extra castings and special power units such as eight wheel drive, flywheels, etc. Brass castings, photoengraved sides and lost wax cast parts always run higher. Stamped brass kits have variable prices depending on the amount of work that has been done for you and also the amount of detail that has been done.

They Aren't All Primadonnas

Diesels aren't all primadonnas. There are specially painted diesels on a number of roads which are regularly assigned to lush passenger runs. The Lindsay Alco and Hobbytown EMD engines are units of this type. They are long and sleek and look their most attractive best when coupled to a string of 85 ft Pullmans. The length of these units precludes their use on curves under 24".

More versatile and equally at home on either passenger or freight (and rarely, in switching) is the standard road diesel. Best known of all this class of engine is the Electro Motive F series and they're made in every gauge except TT by a wide variety of manufacturers.

More recently, the road switcher has gained increasing acceptance by more and more railroads and although not streamlined, it promises to take over the field. It's advantages include lower initial cost (on the prototype—thus far not in the model), two way operation eliminating turn around, and easier maintenance.

The diesel yard switchers come in a variety of sizes, ranging from husky 1000 hp units down to tiny four wheeled industrial types.

A glance at the Diesel Directory, RMC Dec. 1954, listing available diesel models shows that by far the largest number of kits are available to the HO gauger. O gauge being the closest competitor. There is some duplication of effort in kits which are available although in most cases there is a tremendous difference in price, or a difference in construction between similar models. HO gaugers will find that most of the better known types are listed although some fans would like very much to see the original Alco passenger diesels as operated by the New Haven and Milwaukee Road. Baldwin's diminutive road engine (built before the shark nose) would also be an interesting engine in miniature even though not too common in prototype. The older Baldwin unit with large drivers (Seaboard, Pennsylvania) would be an interesting engine, too, and possibly not too difficult for those manufacturing large electric locomotives such as the GG-1 to produce. Completely overlooked in the available kits are the transfer diesels, as made by Baldwin, and the popular 44 and 70 ton engines made famous by General Electric. Both of the latter have found widespread use among the short lines throughout the country and on many large roads as well.

Many of the larger railroads have spread out their purchases so that a railroad such as the Pennsylvania might well have almost every domestic model listed in the Directory.

Running the Growlers

One outstanding advantage of the road diesel is it's ability to grow with

The model builder should familiarize himself with the many different varieties of diesels now on the market, both prototype and miniature. Unlike many model steam locomotives which are freelance in design, almost all diesel models are accurate replicas of some specific prototype diesel locomotive. EMD freight design above is most popular.

the pike. A tenwheeler is always a tenwheeler but a diesel A unit can grow in economical stages to the point where it has become a husky and powerful four unit diesel capable of pulling your longest trains. It can also be run as two two unit diesels or as a single unit and three unit.

Normally the units of any one manufacturer are not mixed with those from another builder but there are exceptions. The June 1954 issue of TOY TRAINS shows two A units back to back on a Frisco train. One unit is an EMD, the second an Alco.

Probably more common is the use of one, two, or three road diesels, coupled to a road switcher or GP-7 unit. Road switchers are frequently run in multiple units of up to four units and there have been reports of even more. Thus, four 1600 hp Alco road switchers can be run as one locomotive that'll haul just about everything, or as four separate locomotives that can be used in front of both freight and passenger trains, and also in yard service.

As a general rule, many short road diesels aren't used in passenger service since they lack the train heating facilities required to heat the coaches. The same is true of the yard switcher. To adapt these freight engines for passenger service, some roads have taken old steam locomotive tenders and have rebuilt them into streamlined train heat cars, complete with a small boiler. The newer short road diesels can be equipped for train heat.

The trend in recent months has been for wider use of the road switcher and they are now being used even on many through, high speed streamlined passenger trains. They're not pretty but in their own way have a more railroady appearance than the streamlined road engines. The road switcher requires no turntable to make it go the other way although normally they run long nose first, as opposed to the GP-7 whose A end is the short end.

Try Modeling One Road

More difficult than freelancing is the attempt to model only one road. This requires a certain amount of research on the part of the builder since he must make sure that all of his power has at one time actually been used by the road he is modeling. Back in the old days of 100% steam, this was a difficult feat since only a few true scale models were available and these were only for a very few of the biggest lines, namely New York Central, Pennsylvania, Southern Pacific, and Chicago & North Western. The widespread use of the diesel has made it possible for almost any favorite road, even the smaller ones, to be modeled successfully by it's followers.

As mentioned earlier, the big roads still offer the greatest amount of leeway. Pennsylvania Railroad enthusiasts have always had it relatively easy and today they're rolling in motive power with an excellent selection of steam engines to choose from, a fair sprinkling of electrics, and almost any of the diesels. Other roads are also using diesels from a number of manufacturers. Santa Fe, Mopac, UP, New York Central, and B&O are but a few roads with an extensive assortment of diesels on their roster.

Other roads are a little tougher. The Lehigh & New England is a small class 1 New Jersey pike that uses Alco road diesels and road switchers exclusively and nothing else excepting one rather old diesel switcher of unusual design. The St. Louis Terminal Railroad uses only yard switchers but has them from nearly all manufacturers. Up in Vermont, the Rutland Railway uses Alco road and yard switchers and has no streamlined road diesels at all.

These are but a few examples. If you want to model your pet road you're going to have to watch their engines carefully and either take, buy, or swap pictures of the engines on that pike. Rosters published in some fan magazines are also a big help in making sure that you apply the correct numbers to any specific miniature.

Freelancing the Diesels

Most model railroads are of the so-called *freelance type*. These pikes are modeled after some fictitious railroad, often a composite of the roads

EMD FT diesel, left, is distinguished by four porthole windows in side of body. Later F-3 has three windows, more widely spaced. F-7 design has two windows and stainless grillwork above portholes. Alco diesels, as above, are easily spotted by their square looking front; come in both short freight and long passenger models, as P&LE engine.

and equipment most admired by the builder, which is as it should be. Freelancing permits the builder to model any equipment that he chooses and letter them all for his own pike with the consequence that Southern Pacific switchers and New York Central hudsons are often seen lettered for the same pike. Nobody has any objection to this since it is accepted and done by many of the best known model builders.

In the past, these model builders often took a specific locomotive and detailed it to suit their own liking, much in the same manner that the real railroads added certain details to their engines. Many railroads had distinctive vanderbilt tenders, feedwater heaters, pilots, or sand domes, and the addition of these details gave all the odd engines a certain family resemblance.

But the diesel is different. Diesels are standard and as yet, the railroads have had little occasion to add distinctive details. Yet by looking closely, you'll see that snow flangers have been added to the Rockies' climbing Union Pacific road diesels. Footboards are to be seen on the F-3 engines used on the New York, Ontario & Western. Road diesels used on the Pennsylvania frequently sport radio antennas along their roofs and a few Pacific Electric diesel switchers had trolley poles added so that they could actuate the signal system used on that line.

It's in the painting of the diesel that the growlers stand far above the steamer. Steam engines can be painted in any of a dozen different shades of black, but with the diesel, you can use anything from black to white, including chartreuse, mauve, gold, and silver. Both Champion and Walthers offers decal striping sets to help you make the job easier and most of the paint manufacturers have the gaudy colors that so many fans like on their diesels.

In most instances the bright colors look wonderful on a diesel. The Union Pacific colors snap up any diesel, as do the colors of most roads —if they are applied carefully. The lighter colored paints must be applied with care so that color separation lines are straight and even. Often the use of masking tape will help the modeler in making the lines straight. Decal stripes applied over the joints of color separations often hide the irregular paint lines. You can even use a draftsman's ruling pen to touch up wobbly lines, using black india ink or even thinned down model railroad paints. Floquil flows quite nicely in a ruling pen if it isn't allowed to dry in the nib. Other paints will also work if diluted with turpentine or recommended thinner.

If striping is still too much of a chore, stick to one color and do your trimming with carefully applied decals. Frequently, heralds for real railroads can be modified for use on your own road. Many fans have taken the Erie diamond and substituted their own road initials for the word "Erie". Other good heralds to doctor up include the Illinois Central, Milwaukee Road, and Mopac.

Should you decide to model one pike, you're going to have to watch your painting carefully, too, lest you create a nonentity. The Pennsy has a distinctive maroon and yellow paint scheme yet the careless individual might have no scruples about painting an engine blue and then lettering it Pennsylvania. No one will argue that the individual has a right to paint and letter an engine in any fashion he may choose but such an attitude will only be thought of in terms of error and carelessness by those who know when they see your engines. Don't cry if they criticize your efforts.

Some roads are finding it necessary to make changes in their engine numbering as they acquire more engines of one type and retire steam locomotives. No one could call you down for numbering a New York Central Baldwin road switcher in the 5800 series, even though the NYC now has them renumbered in the 6200 series. They were once 5800 series and your model records them accurately as they once were. Paint schemes are also being changed frequently. A model decorated with an obsolete scheme can be just as accurate and interesting as the latest official road

Ability to grow from a single unit capable of hauling either passenger or freight trains, into a powerful four unit articulated giant that'll haul anything put behind it is one reason for popularity of diesels on model pikes. Another reason is that the cost outlay per single unit is less than the cost of a comparable steam locomotive. Diesel road locos can be split up into various combinations: A, A-B, A-B-A, A-B-B-A, etc.

colors, assuming that that model actually existed and bore those colors at one time.

When the Diesel Comes

There's more to running a model diesel than at first might meet the eye. The road which is buying it's first diesel will eventually have to add complete diesel servicing facilities. These can be as elaborate as the builder would like them to be. They can also be entirely incidental to the steam servicing facilities.

As a starter the diesels may be serviced in the roundhouse with a few diesel fuel drums scattered around for effect. Many roads still use the old roundhouse and turntable for their diesels although the new diesel house is rapidly gaining prominence.

Two enginehouses suitable for use with diesels are available; one from Ideal, the latter from Suydam. The only true diesel house is made by Ayres (these are all HO gauge) and the same people also have a separate kit for all of the interior detail which is almost a must in view of the large doors and windows which permit such an excellent view inside the structure. The Ayres enginehouse kit is of sturdy cardboard construction, braced with wood, and holds two tracks.

A number of special diesel servicing facilities are made by the Stewart people, of Providence. Nicely cast, with parts of steel bar, and other material, these HO items include a special water column, sanding tower, and a fuel column. Somewhat similar items are also made by Westchester Models.

Are Dummy B Units Ethical?

Many modelers are of the opinion that the use and operation of dummy B (or dummy A units) is something akin to having dummy steam locomotives on a pike. They look pretty but for only a few dollars more can be made to operate, thus materially increasing the tractive effort of the diesel. They argue that dummy units serve only to decrease the actual pulling power of the locomotive since the powered unit must also pull the dummy unit. In other words, a single powered A unit can haul a longer train than the same A unit coupled to a dummy B unit.

The increasing use of flexible drive nullifies this argument greatly since a single powered eight-wheel drive diesel may be able to haul a longer train than could a dual powered A-B combination. Much depends on the specific diesel in question. The power a diesel has isn't always the prime factor to the operator either.

Which Diesels Are Best?

The market for diesels in HO gauge has become so competitive that almost without exception, any diesel you buy will be of good value. Generally, engines having lost wax castings will be more expensive than a similar engine constructed of sheet brass, zamac, or plastic. The pulling power will also vary, depending on the number of wheels powered, the size of the motor and gearing, and the weight exerted on the drivers. An average HO gauge A unit should pull at least a dozen freight cars without difficulty on the level. The same unit might handle three or four cars on a 4% grade although the addition of a powered B unit will often more than double the rated tonnage on the same grade. This has been the experience of the author on his New Jersey, West Shore & Albany, with the extra power eliminating a great deal of slippage.

Conversely, many fans do not like multiple powered diesels since it is almost impossible to get all motors to operate at exactly the same speed. As a result many fans feel that the various power trucks work against each other, thus nullifying much of the extra power. The use of one motor and flexible shafts to power all wheels is often preferred. The author has no great preference for any one system of power over another. Each has it's own advantages, and they all do work.

Where Can I Use Road Switchers?

Use them anywhere since many real railroads now own nothing else. The railroads have discovered that these brutes can be hooked up in units of three or four, just as are their larger shrouded brothers, the streamlined A and B units. Road switchers require no turning around (although they often are to keep the long end forward). Maintenance is cheaper and best of all as far as the prototype roads are concerned, the initial expense is less than for an A or B unit. At the present time, road switchers cost the modeler more than would a shouded unit.

Are Diesels All the Same?

Well, is there any difference between a Studebaker and a Ford? To the uninitiated, a New York Central hudson looks exactly the same as a Pennsylvania K-4 (that comment will strike terror in the rearts of steam fans everywhere. Ed.) whereas they will recognize that a green and white Southern Railway diesel looks different than a maroon Lehigh Valley diesel. As we mentioned in starting, is there any difference between a Studebaker and a Ford?

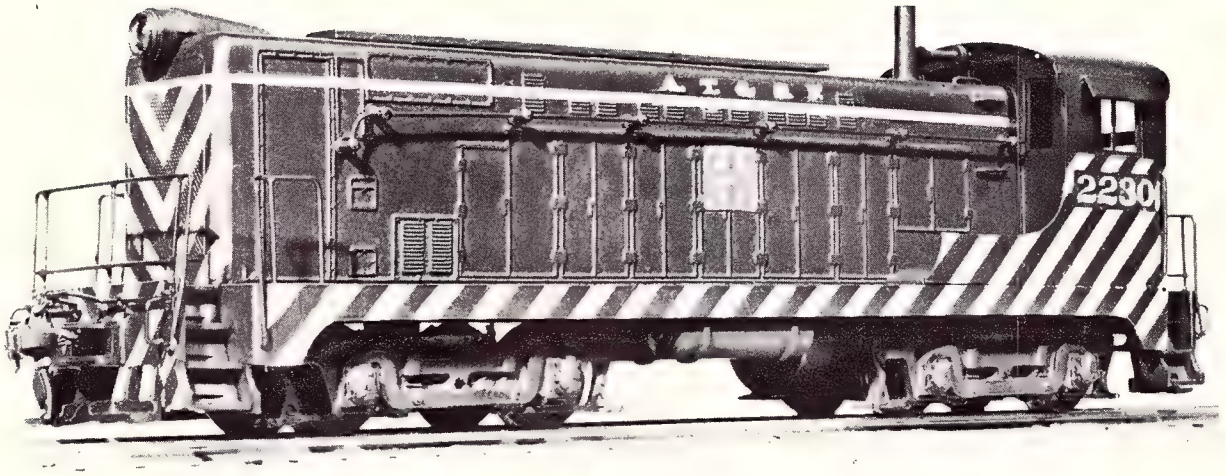
Are Diesels Easy To Build

Any of the popular diesel kits will probably prove easier to build as your first locomotive than would a comparable steam locomotive. Your diesel power trucks in HO invariably come completely assembled and tested. Steam locomotive mechanisms must be assembled by the builder and present such problems as worm and gear alignment, side rods, valve gear, and pickup. These are all simple problems in a good kit but might stump the new modeler.

In O gauge, construction is more complicated but not beyond the grasp of an average modeler. Many O gauge modelers have even converted tinplate diesels to full scale use.

Diesel Detail

Most HO diesel models lack the added refinements such as handrails and grabirons. These are easily added by first drilling holes with a pin vise and then inserting wire. Other details which can be added include radio antennas, illuminated number boards, mars lights, working headlights, diaphragms, and extra roof detail.

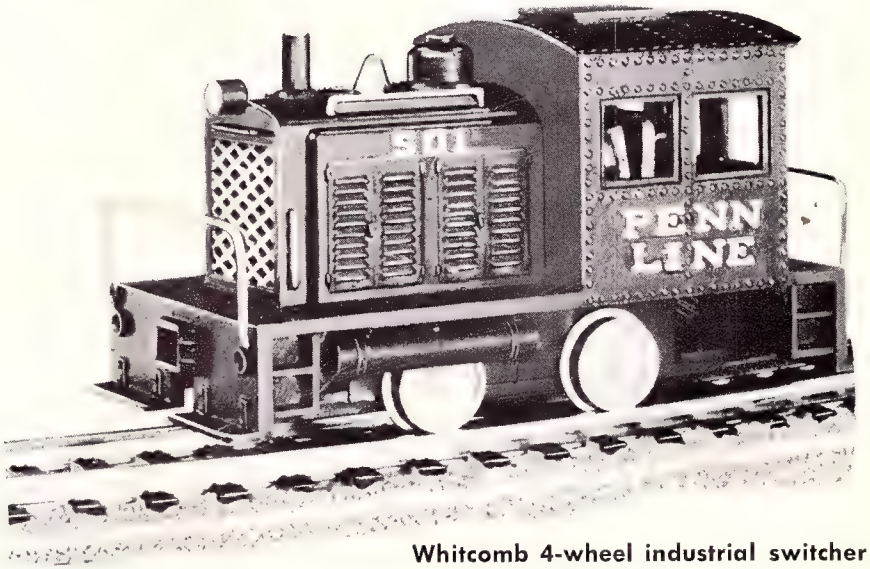


Baldwin 1000 hp. diesel switcher

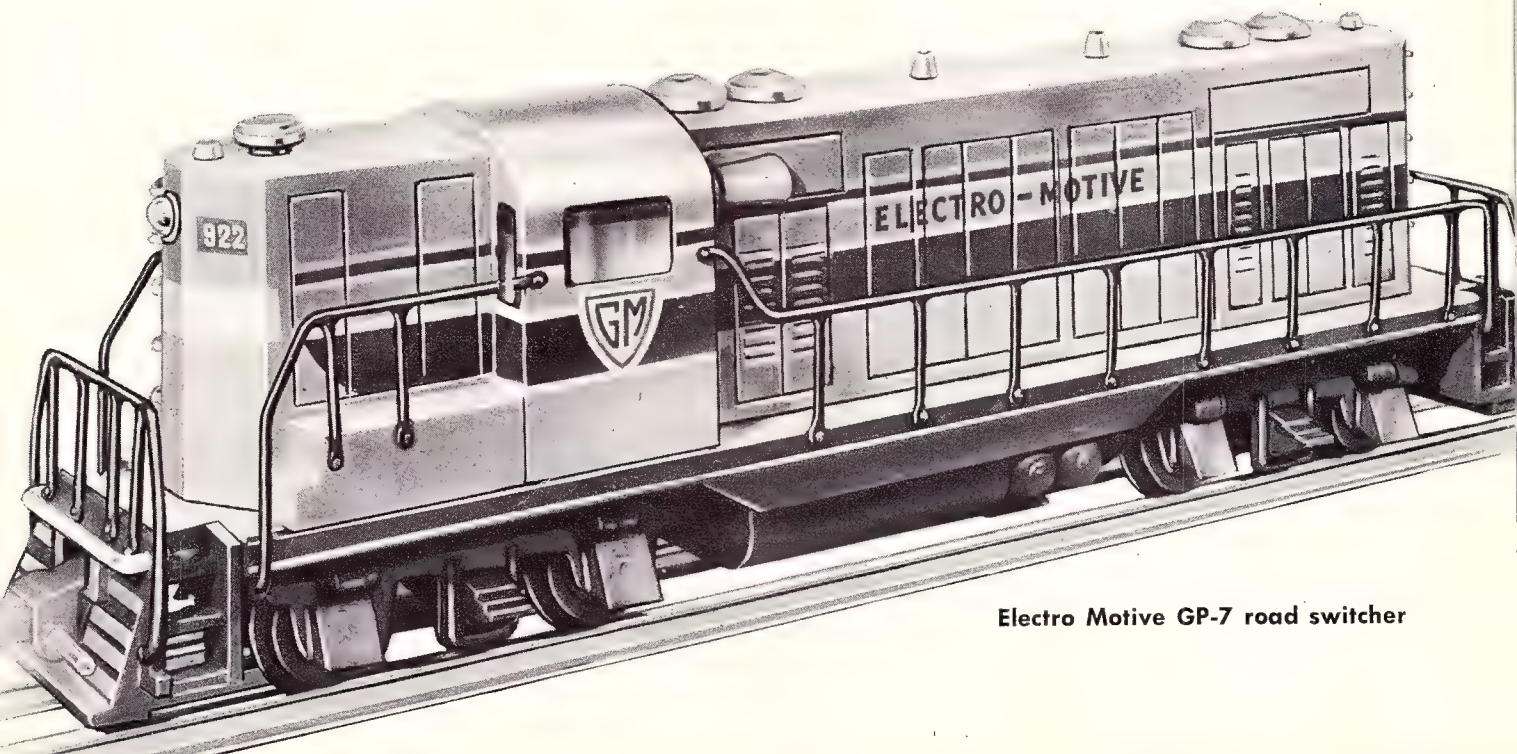
Diesel switcher's ability to run 24 hours per day quickly made them popular on real roads. Models are available for replicas of Alco, EMD, and Baldwin designs in most gauges. Small railroads usually stick to engines of one manufacturer. Large roads may have fleets from all engine builders.

Miniature four wheel locomotives have a cute appearance, are actually used by a number of roads for varied purposes. The diminutive growlers are also used by industrial concerns for switching cars on their own property. Engine shown here is a Whitcomb, subsidiary of Baldwin Works.

Road switchers are becoming more and more popular and are available from all three major locomotive builders. EMD Jeep (GP-7) above is popular, as is Alco 1600 hp. unit. Road switchers are extremely versatile; are used in switching and crack limiteds alike.

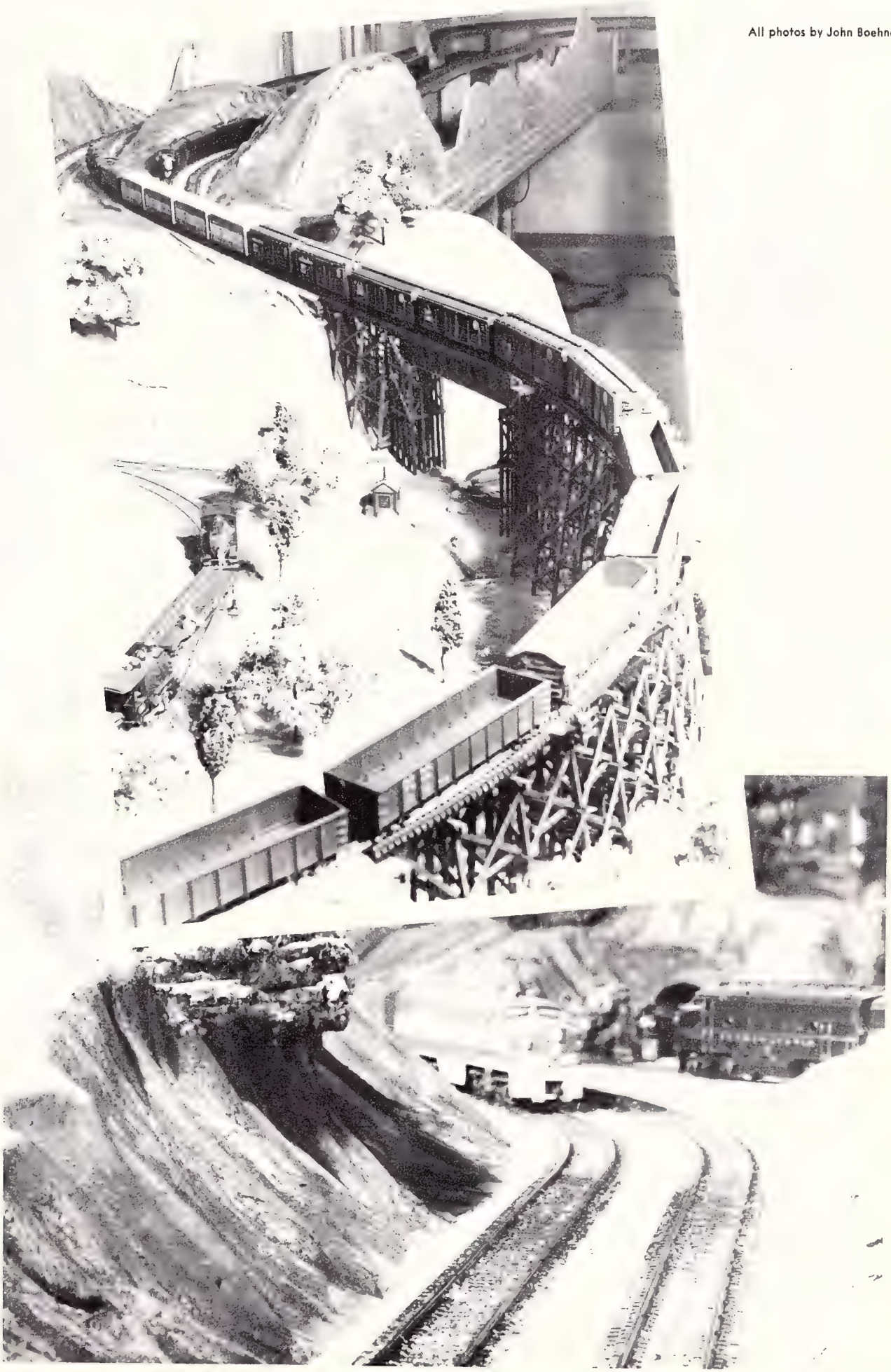


Whitcomb 4-wheel industrial switcher



Electro Motive GP-7 road switcher

All photos by John Boehner



along the MOPAC ROUTE

A heavy tonnage drag clatters slowly over the long Boehner Mine Curve as a Pennsylvania passenger train waits in the distance for the track to clear. Down below a switcher works the mine spur with work train.

An Alco powered St. Louis Eagle rounds the curve, speeding past an eastbound Pennsy passenger train. The Pennsy takes back seat on MoPac since it operates on leased track. Note train emerging from tunnel.

Stupidville Yards of the MoPac Route, owned and operated by Joe Klos, of Kansas City, Mo. Equipment lettered for Pennsy is owned by John Boehner. This pike was used to test new Rail Lines X-2f auto-coupler.

The St. Louis Eagle makes like a teen aged rock and roller as she hits the slow board on the MoPac's curved trestle. Road's Prexy is in flyer on turntable; is being pelted with dust and diesel fumes, is unhappy.

CHESSIE 70 TON

by G. A. Stehle

Long and railroady are the seventy ton triple hopper cars, a familiar sight in any freight drag. She's built of card and wood throughout.

HO gauge model below was built from original Chesapeake & Ohio Railway blueprints, follows prototype above faithfully except for use of easy to apply ladder strip in place of grabirons which are troublesome on HO open cars. Model can be built with or without coal load.

TRIPLE HOPPER

OVER 588,000 hopper cars provide the largest single group of open top cars and rank next to box cars in total number. Their service is generally confined to transporting coal from mines to destination, and so they provide revenue in one direction only. In some instances, return loads of iron ore and limestone are made.

Hoppers come in numerous designs and for various purposes. In addition to coal, they are used to haul ore, stone, cement, phosphate, and other chemical compounds. The Association of American Railroads has adopted two designs of hopper cars as standard. One is a 50 ton car with two hoppers and the other is the 70 ton car with three hoppers.

Triple hopper cars in miniature are rather rare since there are few kits available for them. After I secured plans and blueprints of the prototype car from the Chesapeake & Ohio Railway and built up the car, I was so pleased that I knew many RAILROAD MODEL CRAFTSMAN readers would also be interested, hence the article.

About The Model

The model described here uses smooth cardboard or bristol board except for certain parts which must be made of precision shaped wood. Some builders may prefer to substitute brass sheet and precision shaped brass parts. If they do, I will assume that they have sufficient know how to go ahead on their own. The plans and assembly views are shown full size for HO gauge and may be photostated to any other size if desired; a much simpler procedure than rescaling the plans by hand. The plans should be studied carefully before starting.

Starting Construction

We start by cutting the sides from 1/32" thick cardboard to the shape shown in the drawing. Side stake locations are marked off with a pencil. Cut two bulb angles from 1/32" strip wood. Cement the bulb angles to the top of the sides, making sure that they are flush with the inside of the sides. Next cut two 1/16" wood angles for the bottom of the sides. Cement the bottom side angles in place making sure that the angles are flush with the bottom of the sides. Cut twenty side stakes from 1/32" square bass wood and shape as shown in the drawing. Cement the side stakes to the sides. Be sure that both sides are alike. Next cut four corner posts from 1/16" angle. Cement the corner posts to the side ends. Make sure that the sides are square with the bottom and ends. Cut four short bottom side angles from 1/16" wood angle and cement them to the inside of the car at the bottom corners. Make sure that they are flush with the bottom and side ends. See bottom view for their location.

Making End Parts

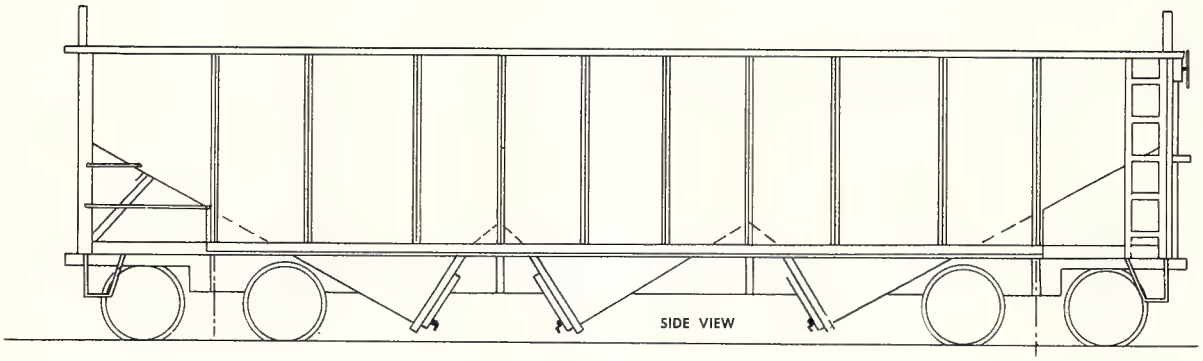
Cut two end sheets from 1/32" thick card stock. Next cut two top end angles from 1/32" bass strip wood. Cement these strips on top of the end sheets. Make sure that they are flush on the inside of the end sheets and also flush on the end. Cut two bottom end angles from 1/16" wood angle.

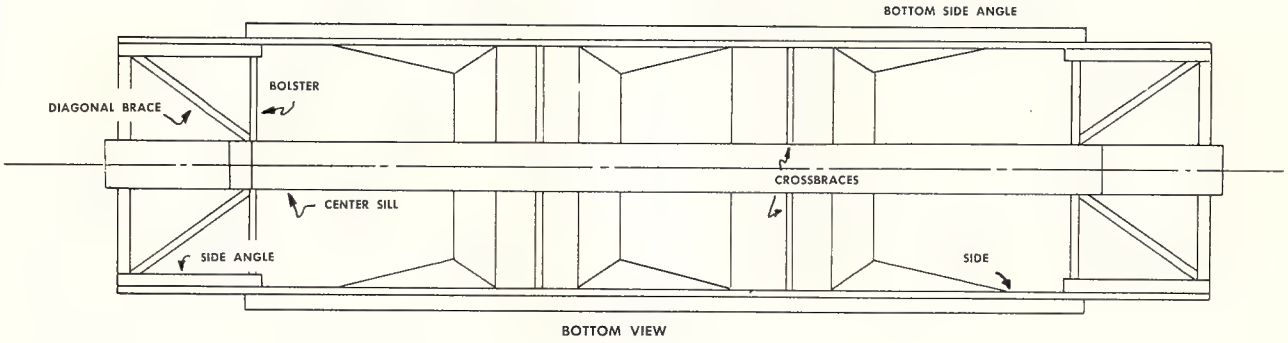
The end sheets can be cemented to the sides to form a box assembly. Make sure that all parts are square and set aside to dry. Any good grade fast drying model cement may be used. When the assembly is dry, cement two bottom end angles in place between the two corner posts. Make sure that they are flush with the ends of the corner posts and flush on the bottom of the sides. Check side, bottom, and end view assembly drawing.

The Hopper Bottom

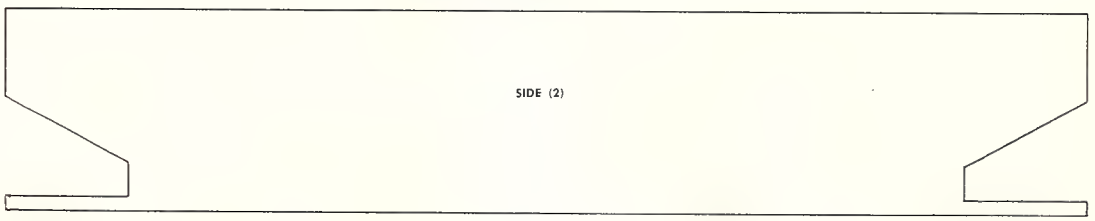
Make hopper bottom from 1/32" card stock and take your time in cutting this piece. The dashed line shows where the piece should be scored with a knife. Bend as required and take care not to break the card stock. Refer to the side view assembly drawing for the proper angle for the hoppers. The sides are cemented to the hopper bottom.

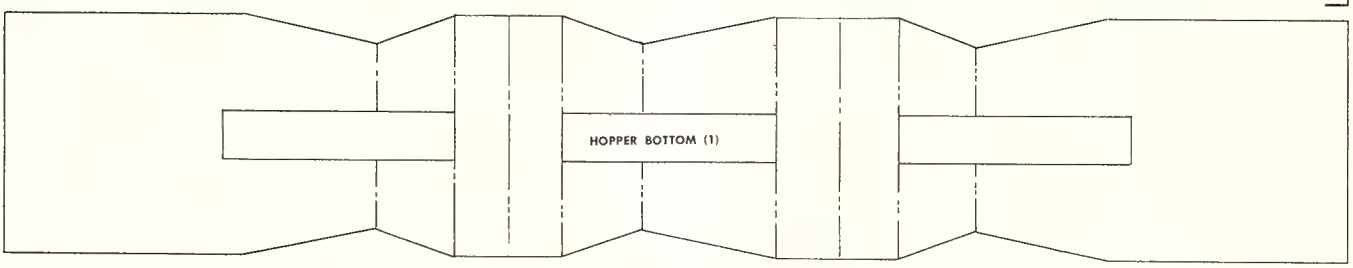
Now mark the underframe which consists of the bolster, center sill, and cross braces. The center sill is made from 3/16" x 1/4 bass wood. Mark the center sill for the truck centers and drill with a No. 56 drill. Now cement the center sill in place, making sure that it is accurately centered. Allow the center sill to extend 1/16" over each end of the car assembly

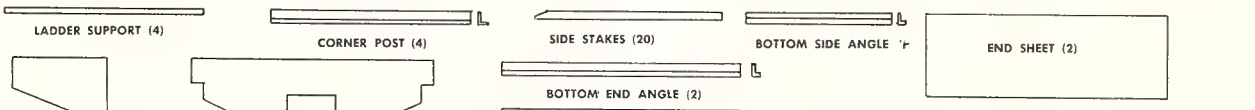


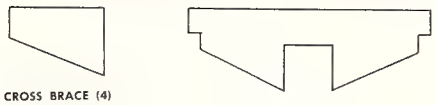


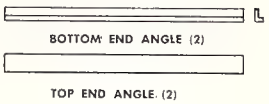
BOTTOM VIEW

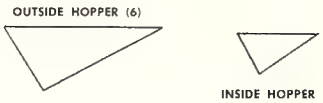


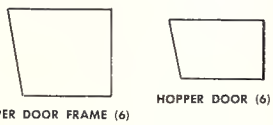


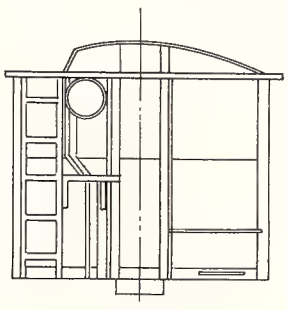


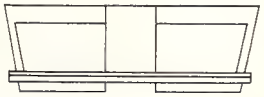


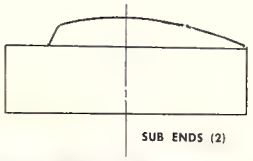












70 TON HOPPER

70 TON HOPPER

as shown in bottom view of drawing Also make sure that your truck centers check with the center of the side stake on each end of car sides.

Cut four cross braces from 1/32" card stock and shape. Also cut two bolsters from the same material. You also need six outside hoppers and six inside hoppers, all cut from the same material. Cement these parts in place as shown on side and bottom view of assembly drawing and let dry. When cement has dried thoroughly, it is a good idea to trim sides if necessary.

The two hopper slide ribs are made from 1/16" wood angle stock and are cemented to the hopper slide. The four hopper slide braces are made from 1/32" square strip wood. Cement two braces to each end of hopper slide and to the center sill assembly. Refer to the side view assembly drawing.

Make four diagonal braces from 1/32" strip wood. These extend from the corner on the bottom of the car ends to the corner formed by the bolster and center sill. Refer to the bottom view assembly for the length and shape of the diagonal brace. Cement diagonal braces in place.

Brake And Other Detail

It's a good time to add the brake cylinder, reservoir, and A-B valve, to the top of the underframe. The cylinder is located in line with the brake wheel center. The reservoir is located on the same bolster and center sill but one the opposite side thereof. The end of the reservoir is almost flush with the side of the car. The A-B valve is located on the center sill of the car between the cylinder and reservoir, as shown in the prototype photograph.

Hopper Door Frames

Make six hopper door frames from 1/32" cardboard and shape as required. Also make six hopper doors from the same material. Cement the hopper doors to the hopper frames. Refer to end view showing hopper frames. When hopper door assembly is dry cut three door strips from 1/16" zee bar stock and cement the door strips to the hopper doors. Refer to side view and end view drawings of hopper doors.

Painting

At this point, the parts and subassemblies may be painted. The C&O hopper cars are painted black. In painting the car for your own freelance pike, any colors such as black, or tuscan red would be fine. Avoid light colors such as gray for coal hauling hopper cars, although the B&LE does use a rather odd tan color on its hopper cars.

When the paint has dried, continue your assembly work. Cut four end braces from 1/16" wood zee bar stock. Cement two of these braces to each end of the car, referring to end view drawing. The "B" end of the car contains the brakewheel and brake platform.

Cut two sub end pieces from 1/32" scrap wood. Cement the sub ends on the inside of the end sheets. The top rim of the sub end is made from thin card stock 3/32" wide and is cemented on top of the sub ends. Make certain that they are even on the inside of the sub ends. Refer to end view drawing.

Final Detail

Now we're ready for all the small fittings. Ladders are cut from standard ladder stock material. Four ladder supports are cut from 1/32" square wood strip. Cement one to one ladder leg as shown, on the leg away from the corner post. Ladders are then cemented to the car. The steps and large grabirons are made from No. 26 wire or may be purchased commercially at any hobby shop stocking car parts. Steps and grabirons can be mounted much more easily by predrilling all holes with a No. 71 drill mounted in a pin vise. Add brakewheel and platform.

Finish painting the car. When dry, add decals. Couplers are mounted next, followed by trucks. Your car is now ready for service.

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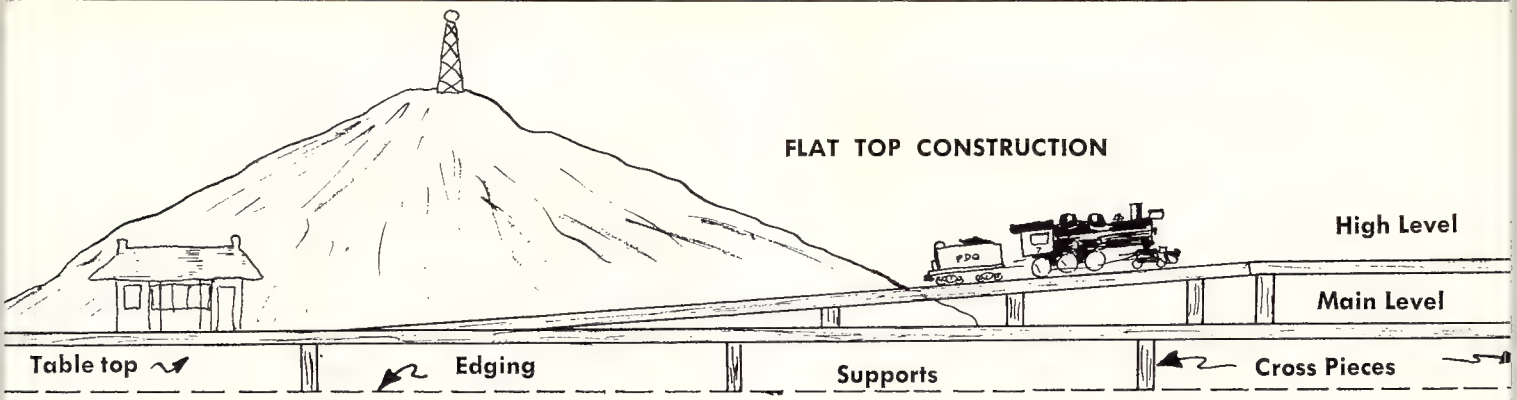
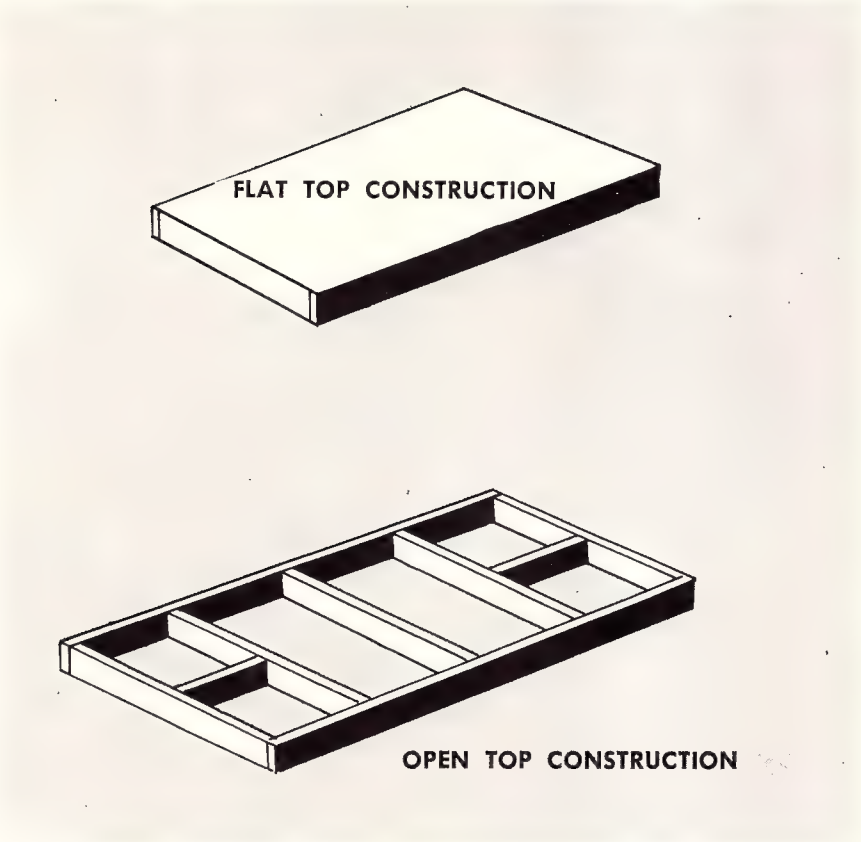


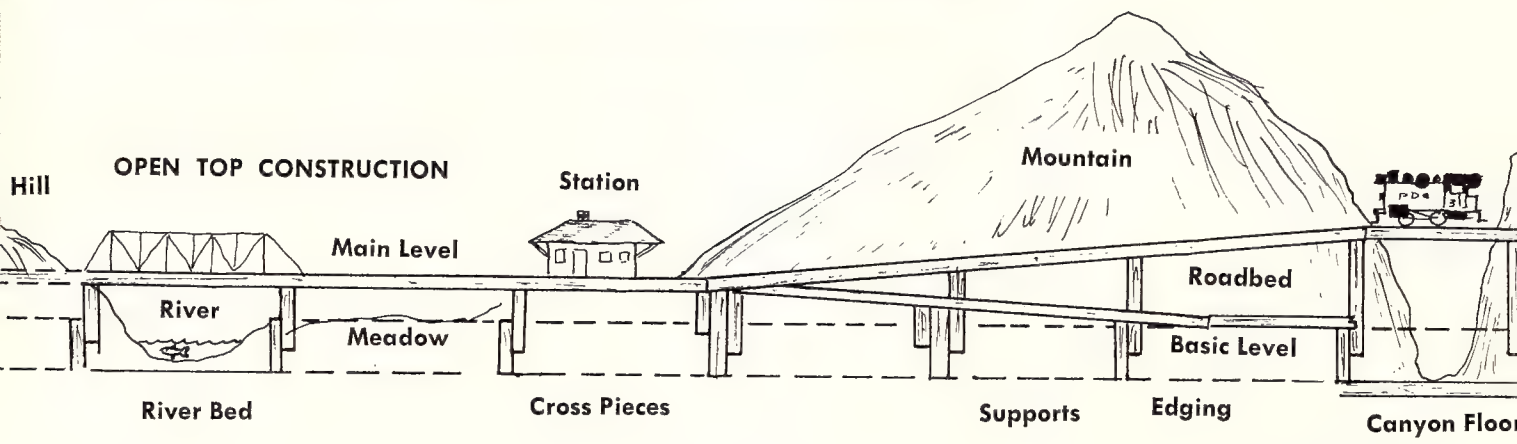
WHAT KIND OF TABLE?

by Will Willmore



FELLOWS who are all set to build a model railroad table for a semi-permanent or permanent layout should give thought as to which of the two types of layout tables he will have — flat top (fig. 1) or open top (fig. 2). The flat top is what most people think of — just a sheet of plywood or homasote, usually with an edging and a few crosspieces of regular wood. Plywood is what is usually thought of as suitable top material, but it has two big disadvantages: (1) it is very noisy; and (2) it is expensive. If thick enough plywood is used and the table is fairly small few if any crosspieces or edge pieces will be required. Masonite is somewhat cheaper, but is also noisy, acting as a drum. An inexpensive material is Homasote, a type of wallboard, which comes in four foot wide sheets 6, 8, 10, and 12 ft. long, as well as double width sheets. It is however softer than plywood and so tends to sag of its own weight unless supported at twelve to sixteen inch intervals by crosspieces. Plywood tables can use a minimum number of crosspieces.

Fig. 3 shows an edge-on view of a typical flat-top model railroad table

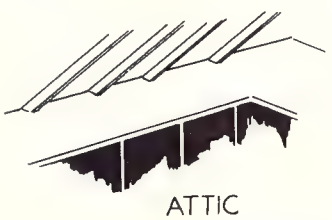


with plywood top and edging and crosspieces of 1" x 2" or 1" x 3" lumber. It is without peer for a single level, somewhat portable layout, where exceptionally realistic scenery is not required. However if you want to climb to a higher level, you must either elevate your track on graduated piers such as are available at stores, or cut out a roadbed from plywood, masonite or homasote and support it at intervals with supports of increasing length. The right side of the drawing shows this. Notice that the mountain, representing scenery, is entirely above the flat top.

Now in fig. 4 we see an open-top table edge-on. The "basic" level at the top of the crosspieces is shown used only at one spot at far right. Most of the track will be at what I call the main level or principal level, exemplified at right. This will usually be somewhat above the top of the crosspieces. The tracks will be supported on pieces of wood screwed, nailed, or glued to the crosspieces. Where the tracks and roadbed climb up, the supports will increase in length; where they drop down they will decrease in length. Scenically this type of construction is important because scenery can be below as well as above track level. Notice at left how the river runs down below the top of the crosspieces and how the canyon at right dips way down.

Even more important on a large layout is the fact that open top construction will be cheaper. You do not have to cover the entire top of the table with expensive plywood or anything else. You do *need* some plywood or Homasote from which to cut the roadbed boards. On a small layout, this may be almost as many square feet as you'd need for a flat top table, but on a large layout there is economy here. Instead of covering the open parts of the table with a flat of some sort, you cover them with screening over which you apply plaster, suitably colored and painted later to represent the countryside.

A layout need not be all flat top or all open top. If there is a large area on one level, it should be made of one flat of plywood or something. This might be a railroad yard, terminal, enginehouse, or a town. If your present layout is on a flat top table, you can make the addition on open top and let the old area be city and yard, the new area the mountains and valleys.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RAILROAD MODEL CRAFTSMAN

report on Hobbyline Alco Diesels

No. 1 in a series

ALTHOUGH the John English Alco diesel locomotive has been on the market for some years, it has undergone such radical changes that the 1955 HObbyline version may be considered as an entirely new version.

The locomotive is an accurate replica of the Alco-GE 1500 horsepower diesel locomotive found on many of our railroads. As a result it may be correctly lettered for many different railroads, a factor contributing to the popularity of the design in miniature form.

The body of the diesel has excellent detail and is molded in impact polystyrene plastic. The ready to run locomotive is cleaned of all flash at the factory so that the modeler need only drop the engine onto the track and turn on the electricity. All other plastic parts are molded of black Du Pont nylon for appearance and strength. While the steps of a zamac body might readily crack off if dropped, the nylon steps, which are separate castings, will either retain their shape or only bend slightly. If they are bent, they can easily be twisted back to their correct shape.

Only one screw holds the body to the cast zamac frame, which provides the necessary weight for traction. The zamac frame also keeps the weight down low. However, in removing the body, it is also necessary to unscrew the front and rear couplers, which are held in place with self tapping screws.

The HObbyline Alco diesel is available in both powered and dummy units. Only the A unit is available at this time. There are no immediate plans by the manufacturer for producing a companion B unit. The powered and dummy units are identical in outward appearance except for the headlight. The powered A unit has a working headlight, the dummy unit does not. The only tool necessary to dismantle either the powered or dummy unit is a small screwdriver.

Almost the entire power truck is also molded of nylon parts and in actual factory tests, we saw one of the pilot models which had been running for eight hours per day, five days a week. The dismantled motor truck parts of this unit showed less wear than similar trucks made from zamac parts. It is true, of course, that plastic parts are subject to damage if abused. The manufacturer recommends lubricating the power truck sparingly with vaseline or gear grease through the bottom of the gear box when the gears appear to be dry. Do not overgrease and do not overoil the motor. Most of the worm drive is enclosed by the nylon gear box.

HObbyline locomotives and cars are equipped with the HObbyline automatic coupler which is also molded in black nylon. The HObbyline coupler resembles a standard AAR coupler but is slightly oversize. The consumer has his choice of applying HObbyline couplers to his other equipment or of attaching other make couplers to the HObbyline locomotive. It's easy to do either.

In operation, the five pole permanent magnet motor revolves twelve times to each revolution of the drive wheels, which are a scale 40 inches in diameter. Each powered A unit has eight wheel drive. Nylon spur gears transmit power from motor to the jack shaft. Each pair of drivers is equipped with a gear and a flexible drive shaft transmits power to the forward truck drivers. The motor unit is mounted in the rear truck.

Drivers are brass and pickup is accomplished through use of two bronze pick up strips mounted in the truck frames. Avoid getting oil or grease on either the drivers or the pickup strips as it may effect electrical contact.

Operation wise, the locomotive shouldn't provide any difficulty. However, things do happen with anv operating mechanism.

Staff Photos

UPPER RIGHT—The small screwdriver is all that is required to dismantle the Hobbyline Alco diesel. To remove body from chassis, unscrew front and rear couplers and large screw in roof of engine. Black tube lower left shields rays of headlight. Tanks and steps fit in place, are molded in nylon.

RIGHT CENTER—Ready to run diesels need only be placed on track and power applied. Four paint schemes for three railroads are available. Erie scheme shown, gray and green, is actually not used on Erie 1500 hp. diesels at present but is attractive. Colors are used by EMD diesels on Erie Limited, other trains. Working headlight is in powered unit to right.

LOWER RIGHT—This is the engine ready to run. Fine rivet detail is found throughout; horns are brass. Locomotive is spray painted with stamped lettering on sides and decal lettering applied to locomotive front. Side steps are nylon, resilient enough to avoid cracking if loco is dropped, wrecked.

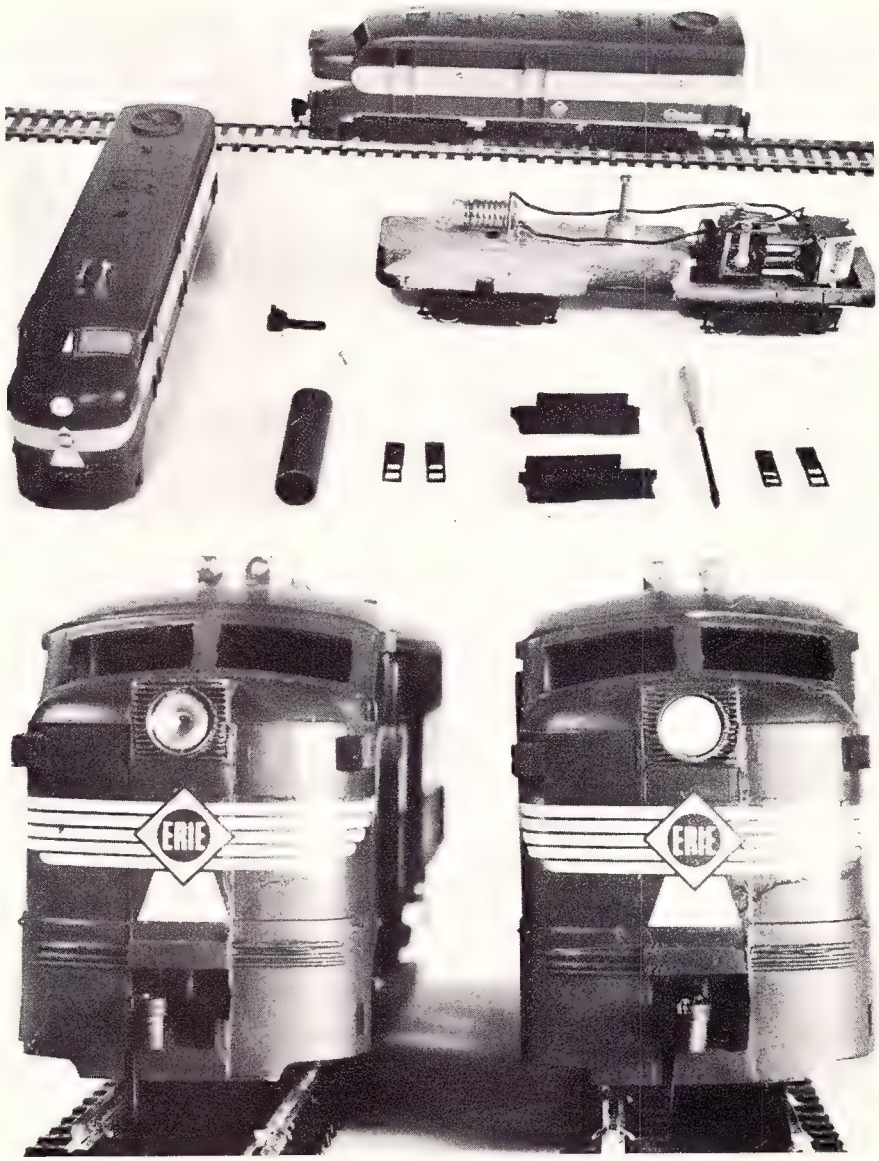
ENGINE WON'T START — Cause might be dirty track, oily drivers, oily bronze pickup strips.
MOTOR TRUCK BINDS — Front motor truck mounting screw too long and is hitting flexible shaft. File screw shorter.
LOCOMOTIVE HAS EXCESSIVE VIBRATION — Flexible drive shaft buckling in the middle. Fix by pulling tubing ends tighter on metal jack shafts.
POOR PICKUP — Check pickup strips to see that there is sufficient pressure against drivers.

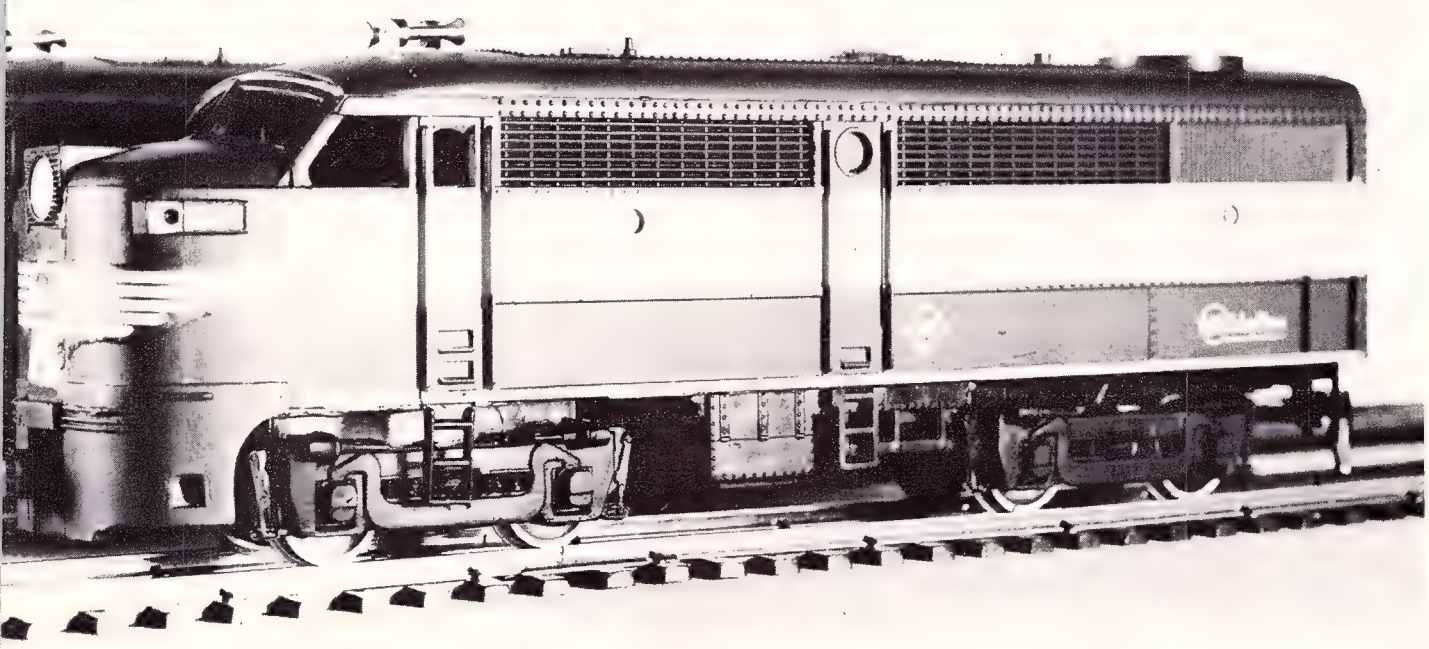
The locomotive as purchased is guaranteed by the manufacturer to be free of defects in material or workmanship. Parts found defective may be returned to the factory for free replacement, excluding parts worn out by normal usage. All parts in the locomotive are available from the manufacturer or from your hobby dealer.

Since the unit is sold in a powered A-dummy A unit combination, some fans may in time desire to power their dummy B unit. This would require the purchase of two pickup strips, one motor assembly, one jack shaft with gear, one jack shaft without gear, one flexible jack shaft, four wheel-axle assemblies with gear, and three jack shaft bearings.

Modelers desiring to paint the HObbyline diesel themselves can use any oil base paint. Avoid the use of lacquers as these may eat into the plastic, causing an undesirable mottled finish. The manufacturer recommends the use of Pactra's Hi-Ball spray lacquer.

The diesel accepts a twelve inch minimum radius curve, making it suitable for the sharpest Snap Track radii available.





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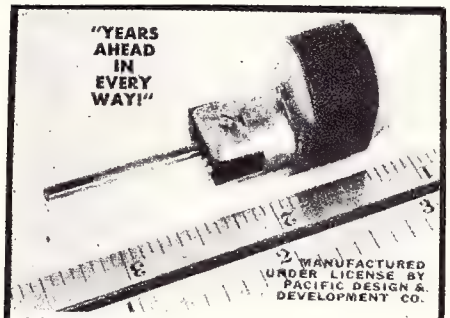

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About The Back Cover

DEVELOPMENT HOUSING

by H. K. Schultz

WE had so many requests for full color cutouts of houses and with it came an idea. Why not rerun the cutout that appeared in the March issue and repaint it a different color? Placed side by side, the two structures will appear almost identical, except for variations created by you, the modeler, in laying out the landscaping, walk, and other details. Here we have development housing but hardly at its worst. Two similar buildings side by side can be said to have been built at the same time by Taykit & Leavit, builders.

It's been some time since we gave any details on construction of these full color structures and perhaps some of our newer readers would benefit thereby. Start by removing the back cover from the magazine by cutting as far from the staples as possible, so as to leave the front cover intact. Coat the entire reverse side of the sheet with rubber cement and let it dry. Similarly, coat a sheet of bristol board or Strathmore Board with rubber cement and when the two sheets are both dry, press them together smoothly and be sure to avoid all wrinkles, air bubbles, glue bottle brush hairs and dried blobs of glue that would show through the paper as a bump. Do not use model cement to apply the cutouts since the glue will smear the printing ink used on our covers.

The builder could also use Kodak dry mounting tissue, available at many camera stores. Dry mounting tissue is a shellac impregnated paper coated on both sides. It is placed between the cardboard and the cutout and then heated with an iron until it melts, fusing the three sheets into one.

When the cutouts are firmly attached to the cardboard, cut out all of the component parts, bending as indicated by dashed lines. Some people prefer to cut off all tabs and even cut the model at all bend lines, then cementing the parts together. It will be easier if you score the bend lines slightly before folding. Cement the various parts together with model cement and take care not to use too much as you will otherwise smear the sides.

Wood strips may be used to brace the model on the inside, thus creating a much stronger, more lasting model. The model can also be given a ⅛" basswood base if desired.

Details Make The Model

It is the final detailing that will make this model stand out. Many modelers have used the cutouts appearing on the fourth cover each month to create truly outstanding miniatures. Signs clipped from matchbook covers and family type magazines can convert this building into a doctor's or dentist's office, or the home of an architect, or other professional man. This house could even be fixed up into a model home, as though it had just been built with the March cutout next door already being lived in while on the other side, a Dynamodel bulldozer could be excavating a hole for another foundation. A fourth house could be under construction, being built to the same size as this month's cutout, with some of the studs already in place, cut from HO sized 2x4s.

You might prefer to completely landscape the yard. No garage is included this month so if the home owner has a car, you may want to put in a carport. A few trees should be planted, along with shrubs and flowers and grass. A Tootsietoy tire can be suspended from a tree branch as though it were a small child's swing. Many charms sold in the five and ten are suitable for use as HO scale sized bicycles, tricycles, baby carriages, pedal powered toy automobiles and the like. And don't forget the garbage can near the side door, the milk box at the same place, a rolled newspaper on the front lawn, a fire hydrant by the curb, and an auto driveway. Other details could include a fence or hedge, TV antenna, wash line, patio, garden furniture, and even a good old fashioned outdoor backyard party, complete with barbecue and keg and little people.

Frequently we feel that model builders in their zeal to create a model railroad overlook the many opportunities to make their model railroad layout into a really topnotch miniature display. Perhaps this is only natural since most of us are primarily interested in the railroad end of the hobby. Nevertheless, the extra detail makes the layout come alive and should be given some thought.

Incidently, if you really want to have a big development with hundreds of houses, it's easy. Just go down and buy an extra fifty or a hundred issues! We won't mind.

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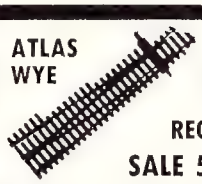

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GETTING STARTED IS EASY

THERE seem to be two ways in which a person can get started in the model railroading hobby; either with or without an old set of tinplate trains brought down from the attic.

If you don't have the old tinplate, there is no problem, because you can then go to the nearest hobby shop with an open mind and buy whatever size equipment and gauge which may please you. If you do have some old tinplate lying around, you may hesitate about going into something new since you can use your old tinplate equipment to start your new scale model or hobby railroad. You don't actually have to use scale equipment to build yourself a top notch operating hobby railroad. Some of the country's finest model pikes have used tinplate equipment. Many model layouts have also started with tinplate and gradually swung over to full scale operation. Your big decision as a beginner is to decide whether you want to stay in O gauge (or S gauge) or switch over to some new size. If you decide to stick with what you have, you can probably use much of your present equipment.

PARTIAL LIST OF TINPLATE LOCOMOTIVES EASILY CONVERTED TO SCALE

S Gauge			O Gauge		
No. 293	4-6-2	Gilbert	No. 700EW	4-6-4	Lionel*
No. 316	4-6-2	Gilbert	No. 763	4-6-4	Lionel
No. 326	4-6-4	Gilbert	No. 773	4-6-4	Lionel
No. 336	4-8-4	Gilbert	No. 708EW	0-6-0	Lionel*
No. 343	0-8-0	Gilbert	No. 250E	4-4-2	Lionel
No. 375	GP-7	Gilbert	No. 623	Switcher	Lionel
No. 466	Alco diesel	Gilbert	No. 2343	Diesel	Lionel
No. 307	4-4-2	Gilbert	No. 2321	F-M	Lionel
No. 283	4-6-2	Gilbert	KMT F-7a	Diesel	Kusan

*Full scale. No conversion necessary.

COMPARISON OF HO & O GAUGE

ITEMS	HO	O
Space required, minimum	4' x 6'	8' x 12'
Locomotive cost, kit	$10-$70	$20-$250
Freight car kits, cost	$1-$9	$5-$20
Passenger car kits, cost	$3-$12	$6-$25
Detail	Not missed if omitted; can be as fine as O gauge.	Can be outstanding. Also more easily seen when included than on small scale model.
General size	HO is about ½ size of O gauge, takes up ¼ the area. HO is comparable to looking at real railroad from a hillside. HO is 1/87th actual size.	O gauge is 1/48th actual size. O gauge is largest practical indoor size, still has the heft and sound of real railroading.
Availability of kits	Excellent. HO can now be purchased in most hobby shops and in many department, and other type shops.	Good. O gauge can be purchased at most large hobby shops and also by direct mail from mfr. or mail order stores.
Selection of kits and parts	Excellent. HO offers a tremendous variety. Small hobby shops may stock only fast moving items.	Excellent. O gauge offers a tremendous variety. Special items may have to be ordered or sent for by mail.
Usual means of power pickup	Two rail is standard.	Either two or three rail.

Locomotives Are An Investment

One of the biggest expenses on any layout is the motive power. If you presently own any American Flyer locomotives made to 3/16" scale, you can use almost all of them on your new scale layout. There are simple conversion kits which will enable you to operate them on scale track. These kits include scale couplers, wheels, and other necessary parts.

Many Lionel O gauge locomotives may also be used on your scale model O gauge layout and a list of some locomotives which are especially adaptable to easy scale conversion are listed elsewhere in this article. Even if you have some real ancient O gauge locomotives which are very obviously tinplate, you can grind down the wheels and repaint the engines until you are able to replace them with more suitable power.

And Then The Track

Following motive power, track is a major problem. Even if you want to stick with tinplate, your best bet from a realism standpoint would be to change over to a more realistic track than the standard tinplate track used in both S and O gauge. You can make the job an easy one by using flexible ready laid track with wooden ties that comes in three foot sections or you can lay your own with wooden ties and solid brass or steel rails. Your local hobby dealer can show you these items. If he doesn't stock them, he can get them for you. They are available.

S gauge trains as made by American Flyer use two rail track so that no problems are involved with pickup. Since O gauge equipment is almost universally equipped with inside third rail, a problem does arise. You can stick with the inside third rail, or eliminate the inside third rail and place a small third rail alongside one of the outer rails, just the way many real railroads do. You will then have to place two third rail shoes on each locomotive for pickup and remove the old sliding third rail shoe that is mounted under the motor. Third rail shoes are obtainable at any hobby shop which sells scale O gauge equipment. If there are no such shops near you, you will find several of them advertising in this issue of *Railroad Model Craftsman*. Supports and special long ties for outside third rail

are also available at these hobby shops. The supports will keep your third rail at the right height above the track so that the collector shoes always make good contact. Track laid with an outside third rail has a fine appearance and will cause little trouble. It also has the added advantage over two rail track of being much easier to wire for signals and special control.

Rolling Stock

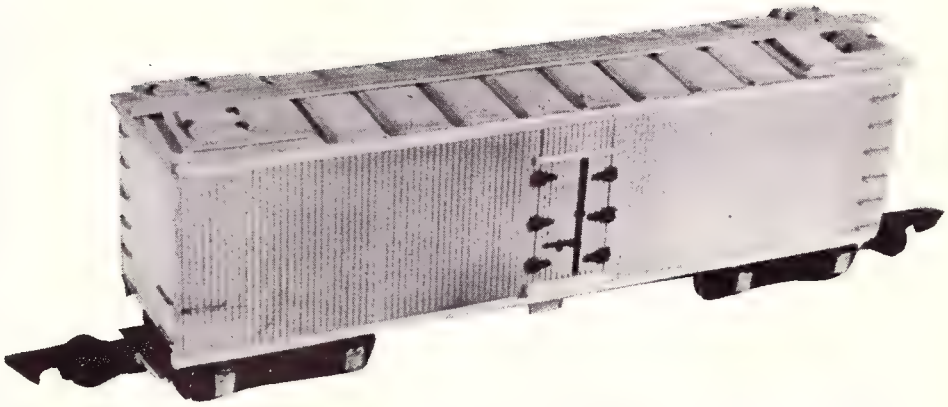
Most S gauge tinplate cars are easily converted to full scale operation by simply changing the couplers and wheel and axle assemblies to scale. The cars themselves are already full 3/16" scale. A number of O gauge cars can also be used on 1/4" scale model railroads. The entire Kusan (formerly Auburn) line need only have wheels and couplers changed and the same is true of the large Lionel freight car series. No further change is required if you are lucky enough to have any of the prewar Lionel scale freight cars.

None of the tinplate passenger cars in either S or O gauge should really be used on a scale model railroad since they are far too short for realism. However, if you must stick to sharp curves and you still want passenger cars, then you will have to use them. The best tinplate passenger cars to use are the Lionel 2500 series, Kusan 2000 series, and Gilbert 600 and 900 series. Again, it will be necessary to remove the oversized tinplate wheels and replace them with scale sized wheels. Also, substitute scale couplers for the tinplate couplers.

What About HO Gauge?

So far we've directed our attentions largely to staying in the same gauge as the equipment which we might have had stuck away in an attic or closet since our younger days. It may be that you would rather go into HO gauge. HO gauge offers a number of advantages and we've listed these in a chart on these pages, along with its disadvantages as compared with O gauge.

Old tinplate may be disposed of through the Swapper's Column. Many hobby dealers will also accept old tinplate in trade for scale model kits.



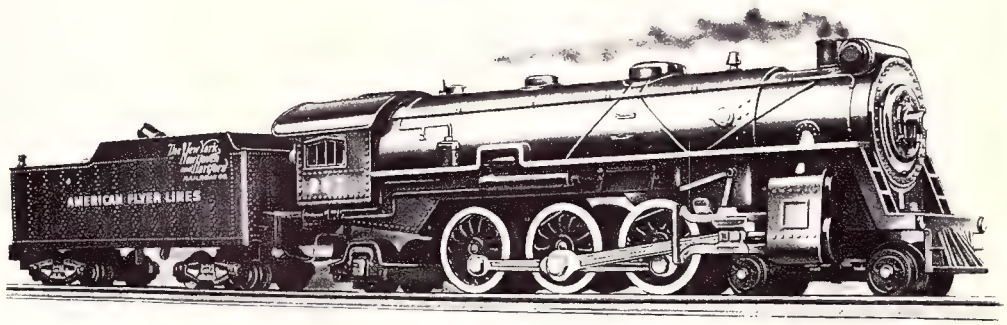
Scale cars, built from kits, can be built to operate on tinplate track. Conversion at a later date to scale wheels is simple and easy. Both the tinplate and scale wheel flanges operate on the flexible track's T shaped rail.

HO gauge is the most popular scale gauge today but that doesn't necessarily mean that it is the best gauge for you. Many fans prefer O gauge, which is next in popularity. In addition, other modelers prefer S, TT, or OO gauge, and some go in for large size 1/2" scale and standard gauge.

The final choice in deciding on the gauge you want to build in will rest on such factors as cost, available space, and the personal preference of large or small models. Another factor not to be overlooked is the gauge used by other local modelers with whom you are likely to come in contact.

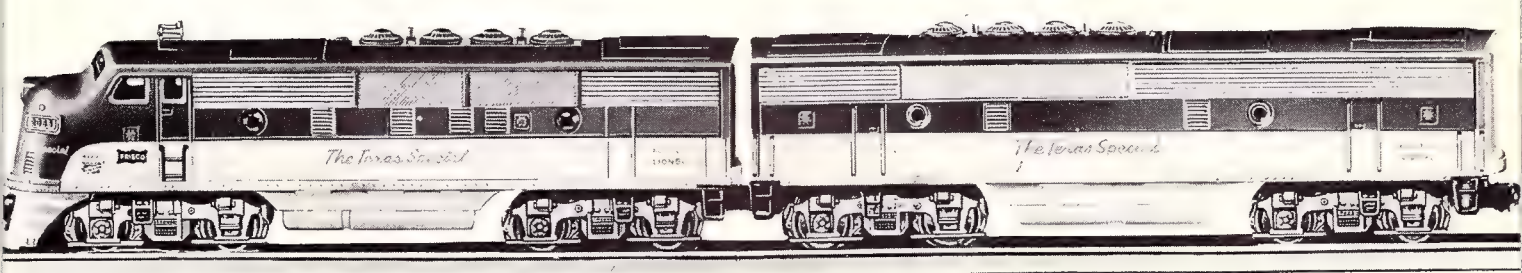
Thanks for all the mail that you readers have been sending in. I try to be here every month but sometimes the wanderlust sets in and I just have to take off to far off points. Guess old Tim is just a regular boomer at heart, always trying to go to places where things seem to be just a mite rosier. Always manage to get back though and I hope you'll all be here through the winter months as we've got some really good things on the stove.

Would like to hear from more of you tinplaters, especially you fellers with permanent pikes which are all complete with scenery.



Lionel's big Electro Motive diesel can be converted into a fine scale engine by having the wheel flanges ground down to a scale contour. Front and rear couplers must also be replaced with scale couplers.

Most Gilbert locomotives lend themselves to easy conversion and special kits are on the market containing all the required parts. Biggest job is changing the flanges and couplers.



Narrow Gauge junction

Conducted by
Dick Andrews

ELEVEN years ago when I got into model railroading, I had no space, no tools, no money, and no experience with tools. Today I have little space, a few hand tools, no money, but I have had a lot of fun. Much of that has come through a basically "small scale" approach to the hobby right from the start—but I don't mean by that, going into HO or TT as such. Simply, I went after modest aims, such as the little narrow gauge and other short lines I knew, provided.

My first loco had to be simple; it had to be small enough to curve around the edge of a dinner plate—just because it had to be scratch-built and had to run on a very small table-top. Fortunately I had acquaintance with a little 0-4-0T that ran on 2 ft. gauge "down" in Maine; she only weighed a few tons, and she actually curved 24 ft. by the tape. This loco might be too small to make in HO; anyhow, here she is drawn to the scale I built her in—¼" to the foot!

This loco or one like it could easily be adapted from any HO 0-4-0T switcher mechanism. I made the frame from two slices of 1/16" brass, with another piece of it soldered across the top where needed to provide a mount for the Mantua motor. If you want to use an HO main frame, just file an equal amount off both sides—for On2. For On3, just leave as is and add washers when you remount drivers on longer axles.

The deep wooden bumper beams fore and aft on this loco are characteristic of this design; they are 6 ft. wide (the width of the cab) and thus protect the cylinders and running gear in a derailment. You can mount steps on them if desired, and the coupler drawheads are very simple—just hunks of brass with a slot cut crossways and a hole drilled down through to take a pin for a link (or to take a solid head or dummy automatic coupler).

I made my own cylinders from brass tubing, and they were held to the saddle (another piece of 1/16" brass) by 2/56 machine screws. The valve chests are held in place by the same screw. Thread only the cylinder, then when the assembly is lined up right, tighten the screws, run solder in, and file the heads down. Many commercially available cylinders will do as well.

The crossheads were made of sheet metal bent over the 1/16" square guides, and with a spacer put in to keep them from flopping. The piston rod is soldered on. Side and main rods can be purchased, or made from the base of small rail, just filing the head and web off. This gives a good straight side rod. The ends are represented by soldering on a bit of sheet metal and wrapping around. Valve reach rods are simple pins, with a bit of sheet metal representing the rocker arms.

The electrical pick-up from the insulated drivers is simply a bit of red fiber, micarta or other non-conductor, screwed onto the frame between the drivers. Drill a hole through it just big enough to take a length of music wire, which will stick out each side horizontally, and press down gently on the tops of the driver tires. A blob of solder at each end of the fiber block should hold it. From this an insulated wire runs up to the left-hand motor brush (the motor usually comes with it on)

The Superstructure

The superstructure is very simple. The boiler just ain't— all that shows is a smokebox made of tube, and for a front I used an old S gauge car wheel with the tread pushed into the tube. The hole provided a means of mounting the number plate. The stack is another tube, and I do recommend wire beading; even a simple little kettle like this ought to have such adornment. The saddle tank is simply bent of sheet metal and is of course a hollow shell. On the prototype it wraps around the boiler, but on my model I gave it a semi-circular front wall and butted the smokebox tube up against it. The number plate can be a long 2/56 screwhead—the screw threading into a hole in the front end of the tank for soldering.

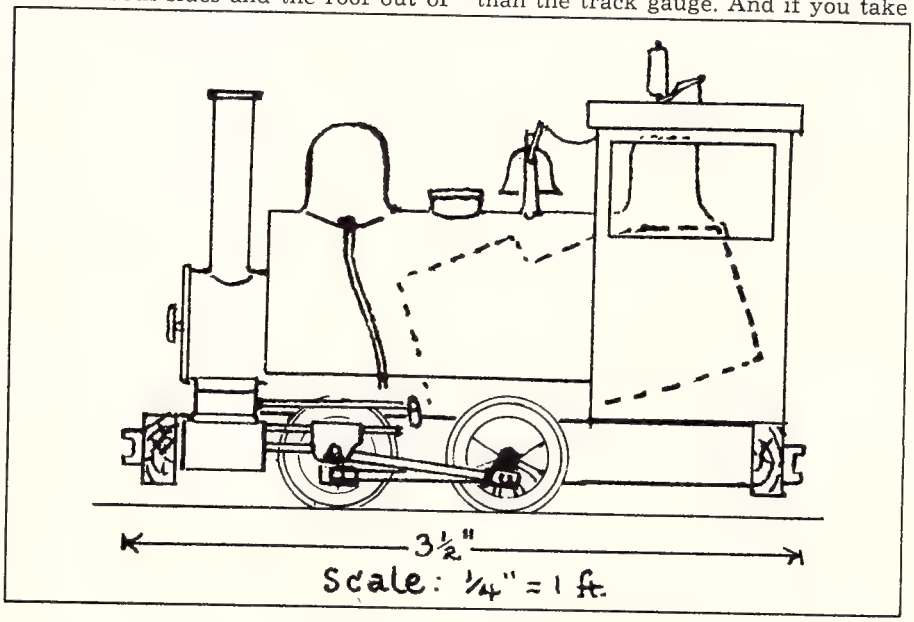
The sand dome I made from a bit of wood dowel, shaping the top with sand paper as I rotated the dowel in my hand. Not perfect, but it came out o.k. The dome is easily shaped to fit on the tank by using the tank itself as a sanding block. The sand pipe is brass wire soldered onto the tank. The filler cap just a short segment of something round with a thumb tack lid. The bell was of course a commercial item.

The cabs on these little kettles were often casual affairs — sometimes not much more than four supports and a roof. Or they could be neat paneled wood jobs (they usually were as they came from the builder) or sheet metal as built in recent years—or rebuilt on the road. No need for rivets—they weld these days and that looks like nothing else than soldering on a big scale! You can cut both sides and the roof out of one piece and wrap her over. The cab here is 6 ft. wide, and the front sheet has a window all the way across just like the side windows. You can provide a back wall as well, and put in little doors 18" wide on the sides (or one side only) at the back corner. That would mask the motor, and is one design sometimes used.

Steam domes were sometimes inside the cab, and I've put it there on this kettle to sort of liven things up in there. The steam whistle then sticks out through a hole in the roof. This dome can also be wood and be cemented right on the top of the motor.

That's all there is to it; there isn't any more! I regret two things—that I didn't get a clear photo of my little kettle—and also that I scrapped her. The drivers, motor and frame carry on in my 0-4-4T, but darned if I'm not going to take the old saddle tank out of my scrap box some time and put another little 0-4-0T like this around it!

Such is a basic 0-4-0T, as used for all types of work. They were generally found switching around mills or in quarries, but might also be used for freight, passenger or mixed work on small roads. Grand dad may remember having ridden to work in the morning in light wooden coaches behind a kettle of this type. You can work from this plan in almost any scale—the proportions are basic regardless of size. The same is true as to gauge of track; this kettle can be On3, On3½ or O gauge right from this plan, as well as On2 or On2½. The centers of the cylinders should simply be about a scale 30" or more wider apart than the track gauge. And if you take



her down to a smaller scale, just lower the height of stack, domes and cab —no loco is more than a scale 15' high nor over 10' wide usually.

A tip on getting her to run smoothly—or any loco you assemble from a kit—is simply to try out one thing at a time. Put the drivers into the frame and let her coast on a gentle incline. It ought to run free. Then add the retaining plate. Then the side rods. Then main rods and cylinders. Then the motor. The worm should not be too tight on the gear on the axle; you should be able to rock the drivers back and forth just a little. A light oil will help on all moving parts, but go very easily! I was pretty liberal with oil my first trip out, and the little kettle shook herself like the family pooch after a bath—oil all over. A heavier lubricant is desirable for the worm and gear.

Guess I forgot to mention how to fasten the superstructure to the mechanism. I just let them sit on—a hole in the bottom of the smokebox will keep the front end in place over the 2/56 screw sticking up from the frame through the saddle. A nut on it will tighten the rig down if desired, and the cab floor can of course hold the rear end down to the frame with another screw.

With geared steam locos hitting the market for the first time (Kemtron, Pacific Fast Mail) it was a kick to run on up Route No. 3 and find both a Shay and a Climax at Franconia Notch. The Shay is a little larger than Kemtron's On3 loco, and as I compared her with the nearby Climax, I noted that the actual gear construction is very similar although the Climax crown gears are on a disc on the center of the axle instead of on the face of the right hand wheels. Should be possible perhaps to whomp up a Climax from those Shay parts!

The fact that I am myself in On2 has emerged here—but right now I'd like to say that—after all—I can't work in all scales and gauges—but I am definitely interested in all of them! Have promised our editor Hal Carstens a pair of HOn2 trucks, and that may lead to other projects in that field. What really interests me—and more and more other fellows—is "small scale" railroading in general terms. Narrow gauge simply helps a lot to provide that. A train of cars only a scale 24' long is a real advantage in any scale—compared with a train of standard 40' or longer cars!

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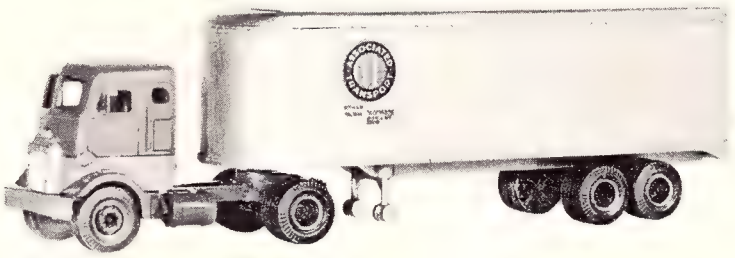

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Make Your Freight Cars DIRTY

THE ever growing number of all plastic and metal lithographed rolling stock is supplying our model railroads with an ever increasing number of shiny, brand new looking freight cars. The author has no complaint with nice shiny looking freight cars that look as though they just came off of the assembly line or out of the repair shop. Many rail-camera shutterbugs look for these cars and take color slides of them for their collection.

Unfortunately for realism, most freight cars have become somewhat weatherbeaten. The brilliant shiny tuscan red soon takes on a slightly faded sheen. Wooden boards on refrigerator cars are replaced and only the new boards painted with a brilliant yellow, creating a startling contrast to the rest of the dirty drab car. Rust spots show through on hopper and gondola cars and some cars have been relettered with only the old lettering being painted over prior to relettering. Possibly rust spots have been painted over, too.

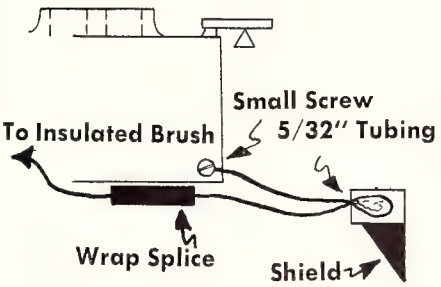
Weather isn't the only thing that effects the appearance of a freight car. Almost every time a car enters a freight yard, yardmen put chalk markings on the sides of the car. Some of these have become well known but undoubtedly the most famous "signature" of all time is the Bozo Texino mark made by a western train master. These car scribblings can be applied with white ink and are even available in decal form.

Sometimes, the material that cars are loaded with will leave a stain. Cement hopper cars often have white lime slobbered all over the side of the car. Tank cars, too, are often covered with heavy deposits of hard to remove oil stains which may be black, brown, or any of several dark shades. Stock cars often have white stains on the floors and lower sides and the inside of gondola cars is easily rusted because scrap iron and other ladings may rub off the paint, quickly producing rust.

Refrigerator cars are easily made to look realistically delapidated. Use scotch tape to cover a few of the vertical panels. Then use pumice, Bab-O, or some similar cleanser with an old tooth brush and rub the shine off of the paint on all of the exposed sheathing. When through, remove the scotch tape from the two or three newly painted boards and you'll have a startlingly realistic effect. Naturally, this procedure works best on cars with wooden sides.

All plastic cars can be given a similar treatment and we've even heard of a fellow who places shiny all plastic car bodies only in a vacuum cleaner for a day. After a day's use, the cars take on a delightful gritty and worn appearance.

HEADLIGHT FOR BOWSER ARTICULATED



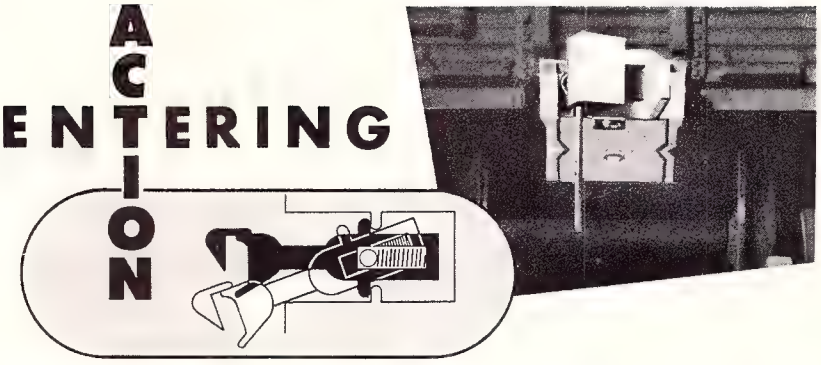
TO put a working headlight on your Bowser articulated will add a great deal to its appearance as it thunders around the track with a long drag. But since no kits for doing same are on the market, you have to do the job yourself, and it is not hard.

Remove entire "front porch" of engine and saw off present headlight flush with top of air-pump shield. There is a triangular fillet of metal in back of the shield to help support the headlight: leave this on. Coat clean top surface of cut with Sal-Met flux, and tin with ordinary solder. Take a piece of 5/32" brass tubing and see if a G.O.W. (grain of wheat) bulb will slip in it; if not, try other GOW bulbs or run a slightly larger drill through tubing. Cut off piece of tubing, tin one side with solder, then sweat in place on previously tinned triangular bracket. If you cannot or do not want to solder, the job may also be done with cement but then you have to allow time for it to dry.

One wire of the GOW bulb will be cut short to fasten to the underside of the boiler with a small screw you can tap in anywhere—or use one of the present screws. The other lead runs back and is spliced to a longer piece of hook-up wire running to the insulated brush of the motor. Be sure to wrap the splice with electrical tape or spaghetti, and if there is a chance it may get into the "works" and gum them, fasten it up inside the boiler with Goo.

Be sure to allow a little slack in the wires since the front end of the engine swings out on curves. However, do not leave too much slack. The black wire leads are ordinarily not very noticeable. Wire from motor should either come down from inside just behind the smokebox front and to one side, or should have plenty of slack to prevent getting fouled in knees of steampipes.

ACTION CENTERING



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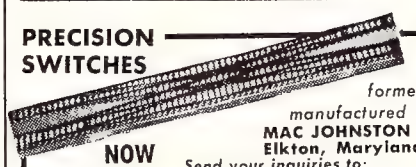

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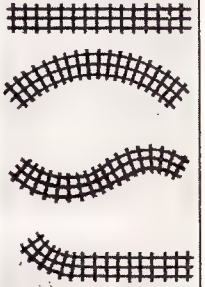

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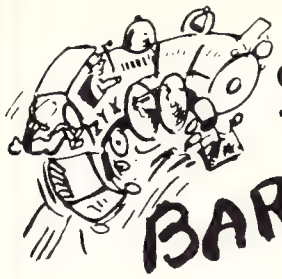

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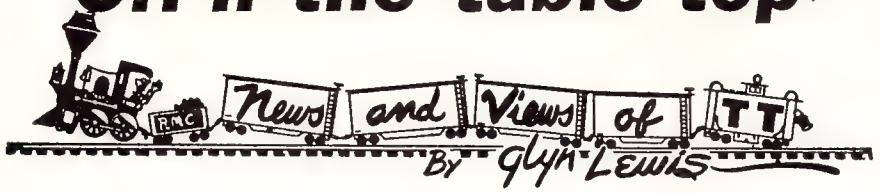
"Off'n the table top"



129,600 seconds, 2,160 minutes, 36 hours . . . what can be done in 36 hours??? Well, we built a layout. That's right, a 6x10 ft. pike in TT. With over 100 feet of track, completely scenicked with mountains, lake, forest, and a town. You may remember last month we mentioned we were half finished. Well a lot of things came up, and we were ALMOST half finished (10 hours done). But eventually we ended doing it on three Wednesday evenings and two Saturdays. Total time for 3 men . . . 36 hours (or 108 man hours). This fast job was a display layout for the AAR convention in Atlantic City, N. J. It is now the property of the New York Society of Model Engineers. The workers were Sherman Dance, Henry Schatz and the scenery smearer, who wrote this. We had an assist from Sherm Dance the younger and Allan Ludwig. All roadbed was AL.CO, rail by H.P., switch controls from "Gandy Dancer," paint by Floquil, earth, grass, shrubs, and trees by "Tru-Scale," buildings from Keystone, ballast and cinder fill by Summit Engineering, glue used was Bordens "Elmer's Glue All" and "Duco." All wood from Northeastern. . . . Sweat was our own. A great help (and the feller who "nursed" the layout down to Atlantic City) was Al Gruenwald of the NYSME. We must also thank all the O gaugers of the NYSME for their help, and the HOers for their *advice*, with which they were most generous! All kiddin' aside they are a great bunch of fellows. If you are ever around Hoboken, N. J. on a Wed. eve. or a Sat. afternoon, drop in and see the society's great O gauge and HO gauge layouts . . . and now a TT one too. All going well we will be running it at the 26th annual exhibition of the NYSME next Feb. . . . So that's what can be done in 36 hours. . . .

Well now with a little luck mebbe we can get back to our own layout. . . . We have to get the town in and we've started a trolley line. . . . One nice thing, now that we have autos and all those TT people, a town can look alive.

Keep Your Eye Peeled For . . .

The new all wood box cars from AL.CO Hobbies. The new all metal, lithographed car kits from H.P. Products. The new cast metal box cars from "Gandy Dancer."

TT Readin' Material

Kemtron has a new 8 page brochure on TT . . . it's free from your dealer . . . or send a stamped self addressed envelope to Kemtron. . . . A new catalogue from "Gandy Dancer". . . watch for it.

From The TT Mail Car

A couple of letters, picked at random from our bulging mail bag.

Dear Mr. Lewis:

Congratulations on another fine column! (May '55). I'm willing to bet that many model rails, even though not TT'ers, turn to your monthly articles first thing, not to mention the loyal group of followers who *do* operate TT. For this reason, I've written this letter to request your opinion and advice.

I believe that I've discovered a new method of producing castings which no one has used before. It utilizes photoengravings, especially suitable for a small gauge such as TT, and a new plastic (pardon the word!).

I don't think too much of plastics myself, but I'm really enthusiastic about this one. It is rather tough, has a smooth and glossy surface, maintains accurate dimensions, and can easily be *carved* by the builder! Heat isn't too much of a problem, for it melts at 250°.

My idea was to commercially produce TT building materials, similar to building papers, particularly such things as brick, planking, and stone.

The cost shouldn't be especially high especially if sold in packs of, say, two or three sheets. It would have to be sold direct. Incidentally the thickness could be easily cut down in production.

Thanks for taking the time to read this, and if you can find time to reply it would be greatly appreciated.

Tim Callan.

Thanks Tim, but say you forgot to enclose the sample . . . it all sounds most interesting. We would be most happy to use a "3-D paper." Let's hear more about it SOON.

Dear Glyn:

On June 6th I was on television with TT on Bill Stula's Cartoon Express show, here in California. TT will be shown every Monday night from June to January and I hope and believe that this will bring a new life to the TT industry. It's not easy to convince modelers that TT although tiny in gauge is beginning to grow up and rival the other gauges in every way. All of the manufacturers have been extremely cooperative in furnishing me with every aid for the show and I hope with your help, too, to achieve in TT what we both desire, its recognition and growth.

John M. Lustig
Roberts Enterprises

How About That???

We've printed parts of these two letters (this time not really at random) so that you can see what a potential manufacturer and a live dealer have to say. Any comment on our part would be unnecessary. Ain't that somethin' tho'? TT has been on TV in Montreal, Chicago, and California. TT Gauge. This Is Your Life!

Drop Us A Line

That's all for this month. Let's hear from you by mail, phone, or telegram, and hear how YOU are doing with your TT layout. And let's see photos, too. We'll print the best ones here in this column. Cheerio.

TT

For Performance
For Detail
For Realism
For More Fun

Try Railroading in TT

That's right, model railroading in TT helps you have more fun in less space. You can even build a complete pike on a card table — in larger space you can build a true scale empire. Our TT line features smooth operating equipment with realistic detail — and all at a price you can afford. Here are but a few of the many items from our complete line:

Pacific Kit (4-6-2)	$29.95
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Atlantic (4-4-2)	23.50
Articulated (4-8-8-4)	60.50

Above locos are in kit form, require no soldering or drilling: a real pleasure to assemble and operate. Each loco is authentically scaled and designed for rugged service. All are equipped with Pittman motors and a tender — nothing else to buy.

NEW — For Diesel Enthusiasts

*Diesel Power Trucks	$14.50
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Send 10c for our complete catalog describing 20 different locos plus passenger and freight cars, even complete train sets. Get your copy today.

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April 1955 — Power Packs and Motors

All of the above issues may be purchased at 50c each from your favorite hobby shop or direct from:

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A free trading service open to all readers. Non-commercial items sent are published free and in good faith. RMC can assume no responsibility for differences occurring between reader and advertiser. Make sure that you understand all details of trades before concluding negotiations. Items submitted to this column must be kept short, printed clearly, abbreviate where possible. Priority will always be given those sending in ads not more often than once every 3 months. We cannot repeat ads and we reserve the right to reject those we feel are objectionable or beyond the scope of this free service. Ads longer than 45 words in length will be edited or returned to sender for shortening. Send your ads to: Swapper's Column, Railroad Model Craftsman, Ramsey, N. J.

FOR SALE: Lionel No. 166LT, No. 2026LTS with tenders, train panel with trans. No. 1042 and No. 1035, track switches, access. switches and connectors. First $50.00 for lot, and 1,000 ft. of extra wire. Send for list. Need rail magazines. R. W. Wittemann, 529 E. 22nd St., Brooklyn 26, N.Y.

FOR SALE: Lionel std. gauge, pass. cars No. 332, and 339 and 341, $2.50 each. No. 121 station $4.00, No. 77 crossing gate $3.00, No33 loco. $16.50, No. 20 crossing gate $1.50, No. 8 loco. and No. 337 and 338 cars, $12.00. You pay postage or the lot for $42.00 pp. W. H. Larkin, 138 E. Louden St., Phila. 20, Pa.

TRADE: Varney covered hopper, Atlas No. S switch mounted on cork and Atlas No. 6 RH switch for Devore dynometer car in any shape. J. L. Owen, 225 E. Graham, Shelby, N.C.

FOR SALE OR TRADE: For AF S gauge, 4 locos, 25 cars, power pack, Truscale roadbed and switches, etc. All new HO never used. My list for yours. All locos bit up. L. D. Sheerer, 430 E. Center, Paxton, Ill.

SELL OR TRADE: For HO. AF 3/16 Hudson, 320 K4 Pacific, 310 link couplers. E. Zalud, 2612 Silver Creek Dr., Franklin Pk., Ill.

WANTED: Old time scenic access. such as buildings, figures,, cars, etc. State cond., and price. HO gauge only. Thomas Terry, 2018 WINNEBAGO St., La Crosse, Wisconsin.

FOR SALE: English Pacific in original kit, never bit. Asking $17.95. Also tradsay power unit for Globe diesels, original kit, asking $7.95. Andy Melnick, 13 Glen Road, West Orange, N.J.

HAVE: Small locos and misc. rolling stock. Want Globe diesel powered and Athearn or Silver Streak or Varney box cars and reefers. D. Craig, 607 Oak Hill Ave., Youngstown, Ohio.

FOR SALE: Back issues MODEL CRAFTSMAN, 1939, 1940, 11 asstd. issues 1947-48. Model Railroader, complete years 1939, 1940. 14 asstd. issues 1947-48. 40¢ ea. or $4.50 per year. Also accept offer for lot. E. Brunger, 103 Claremont Ave., Buffalo 22, N.Y.

WANTED: Information, literature and models on the Thullgrim line of OO gauge scale models first mentioned in the March 1951 Modelmaker. Also pre-war Gracelline pass. and frt. kits annd cars. Major C. B. McCoid, N.A.T.U., Amphibious Base, Coronado, Calif.

WANTED: All model equip. made by Lionel. Old Lionel catalogs and old model railroad mags. before January, 1953. J. Wayne Scaglioni, 3408 Avon St., Tampa 3, Fla.

WILL EXCHANGE PASSES on the WAVASH known as the Wap Valley and Swed Hollow R.R. Luke Cory, 476 Beaumont St., St. Paul, Minn.

WANT TO CORRESPOND with other teen age model railroaders. Gary Sallee, 1618 Sunny Crest Dr., Fullerton, Calif.

WILL SWAP: One of my passes for one of yours. All letters answered. Also interested in corresponding with model rails in the U.S. Les Street, Box 277, Hamilton, New Zealand.

HAVE: HO equip. for sale or trade. Want TT equip., in std. cond. Original cost $80.00. Will sell to highest bidder before September 15, 1955. C. Hungerland, 1007 North Beverely Glen, Los Angeles 24, Calif.

WANTED: To buy, Marx black track, st. only. Must be new or equal to new. J. B. Enyeart, 1007 Wallace Ave., Wilkinsburg 21, Pa.

WILL TRADE: W.P. Milw., G.N., N.Y.C., B&O, C.G.W., C&O & S.R. Sugar Crisp Metal Heralds for R.I. Reading, G.T.W., S.P. & Santa Fe, O. A. Parris, 1019 13th St., Bremerton, Wisconsin.

FOR SALE OR TRADE: Marx equip., reasonable. Complete 900 set $15.00, others. Stamp for list. A. Poschman, 4627 Murdock Ave., Bronx 66, N.Y.

FOR SALE OR TRADE: For steam locos. Hobbytown No. 7 — A&B, both powered. Lindsay L-600, flex. drive, spray painted Southern, test run only, 2 Lindsay L-600 power units. J. Alderman, 1451 Broadview Dr., Glendale 8, Cal.

FOR SALE OR TRADE: For Lionel O gauge. Ives std. gauge train including 1760 engine and cars No. 339, 332, and 341. Some track and mechanical switches. W. W. Magnus, P.O. Box 647, Burlington, Vt.

WILL TRADE: Mantua Pacific, perfect, quiet running and Hobbytown E-7 for Bowser Mountain kit or bit. up model in gd. cond. Leon Woolridge, Box 91, Martha, Okla.

HAVE: Unopened HO car and loco kits. Also some pre-war Lionel equip. to trade for Lionel locos any age or cond. in OO, 072. 027, O and std. gauges or std. gauge pass. cars with 6 wh. trucks. R. Christensen, 21 Fernwood Pk., Rochester 9, N.Y.

FOR SALE: Lionel T.W. Trans. $13.00, No. 1654 loco and tender, $2.50, No. 2430 pass. car $2.50, OPA box and remote track $6.00, tank and gondola $4.00, floodlight tower $1.00, asstd. c and st. 027 track $1.00, plus postage. Lot $29.00. J. Barbieri, 875 E. 38th St., Brooklyn 10 N.Y.

FOR SALE: Lionel No. 456 coal ramp $8.50, 32 AF No. 702 c. track, new, 15c each. AF No. 630 caboose $2.15, 12 AF No. 727 c. roadbed $2.35, 12 AF No. 726 st. roadbed $2.35, AF No. 350 Royal Blue loco and tender $9.50. AF No. 755A auto. talking station $11.75. D. Haustein, 94 Winans Ave., Cranford, N.J.

TRADE: HO kits. Bowser Articulated, Mountain, Mantua Mogul, Kemtron Baldwin Diesel blt. up., Hobbytown A & B castings, Lindsay 2-811 powered B unit, L-1052 dummy A unit. Want cameras. Loidolt, 3811 Gunderson, Berwyn, Ill. (Please keep ads short, Ed.)

FOR SALE: Old time "Brass Betsy" HO gauge 2-8-0 consolidation type, Rebuilt L-730 Lindsay motor. Unpainted. Fair running cond. Post Box 520. Mar Vista LA66, California.

CANADIANS IN HO: Have Varney 10 wh.l./tender, also Walthers 4 wh. power truck. Will swap both for Hobbytown Alco Switcher. Has anyone a discontinued, one piece Blue Line Day Coach to sell? W.S. Logan P.O. Box 534, Meaford, Ont. Canada.

WANTED: Lionel 3 rail O gauge tinplate cars No. 2625, 2627. 2628. Please advise price and cond. B. Pettycrow, 1205 No. Michigan, Saginaw, Mich.

WANTED: Narrow gauge combine and coach in gd. cond. Also one foot narrow gauge track. J. Storney, 3351 Bartlett, Milwaukee 11, Wisc.

WANTED: Lionel steam switch engine, locos Nos. 773, 763 and 700 and tenders, in any cond. or parts switchers No. 431 and 574. Trade like new Lionel AF S gauges or antique equip. or pay cash. C. Buxton, R.R. No. 2, Loveland, Ohio.

FOR SALE: Collectors' item. Best offer. Carlisle and Finch engine and tender marked B & O. C. S. Weiler, 83 Park View Ave., Stoughton, Mass.

TRADE: O-27 engine No. 1666 box car, gondola, tank and caboose for Fleischman 1325/3 switcher set complete plus dummy engine No. 1325. All letters answered. L. J. Santucci, 269 S. Main St., Palmer, Mass.

FREE: Golden spikes from the Butte, Billings & Pacific model R.R. as souvenirs of the still running B.B.&P. Write for yours today. M. D. Meyer, 238 W. Water St., Brillion, Wis.

SALE OR TRADE: Mantua Mikado, Pacific, custom bit B&O type 4-6-2, Lindsay Alco double power A dummy B UP, seven Blue Line Shorty pass. for UP, rail line and MDC NMRA couplers to trade for Kadee couplers, asstd. frt., reefers and pass. car kits. C. R. Lyon, 13-39 E. Madison, Colorado Springs, Colo.

FOR SALE: Lionel scout train set hardly used $12.00. Marx train set, gd. cond. $11.00. semaphore $2.00, 3 st. lights 85c each. Lots of track name own price. R. L. Staley, 448 W. Washington Blvd., Montebello, Calif.

TRADE OR SELL: HO scale Japanese locos. and rolling stock. Still in kits complete with wheels and couplers. Sell for cash or trade for any new HO locos. Send stamp for list. Pvt. H. J. Present, US 55460765, Co. D 1st Bn QMSR. Ft. Lee, Va.

FOR SALE OR TRADE: All Fleischmann, 143 sections c. and st. track, some new; misc. items, switches, bumpers, crossings, etc. for HO steam engines or trolleys. List for stamp. F. Scharnagle, 1404 Light St., Baltimore 30. Md.

WANTED: Varney Pacific with Vandy Tender or International Atlantic with Vandy tender. Will pay cash or swap for Bowser Pacific with Bowser Vandy tender in excel. cond. W. B. Pond, 156 Grant Ave., San Lorenzo, Calif.

FOR SALE: Lionel switcher No. 1656 and tender in gd. cond. for $15.00. Robert Guardia, 72-62 51 Dr., Woodside 77, L.I., N.Y.

WANT: Dorfan std. gauge Pennsylvania R.R. L-5 class electric type loco. in gd. running cond. and original paint. State cond. and price. R. T. Hess, North Maple Ave., Basking Ridge, N.J.

TRADE: Mantua General and shutter also Varney Dockside and scratch blt. American Beauty Line pass. car kits. Need Mantua Mikado or Varney and Hobbytown diesels. W. Shlapack, 2241 E. 35th St., Lorain, Ohio.

SELL: HO equip. 2 locos, 12 frt. cars, track, roadbed, turnouts power pack, misc. $50.00. E. E. Fischer, 508 Mastinique, Dallas, Tex.

FOR SALE OR TRADE: Std. gauge loco., tender and 3 cars pass. type, track for oval, 1940 vintage, good cond., cash or HO equip. E. MacMichael, 10 Beechwood Ave., Maple Shade, N. J.

FOR SALE: Mantua General assembled, excel. cond. $15.00, 4 Red Ball 1880 gondolas, 3 Red Ball 1880 N.Y.C. hoppers $3.00. L. M. Pockras, 6073 Fernview Ave., Cincinnati 13. Ohio.

FOR SALE: Deluxe Marno power transformer. Mantua booster engine, 8 cars, 8 section track, HO never used. $65.00.- Excellent buy. Write or phone Mrs. McLellan, 630 Pickus Ct. Waukega, Ill. Ontario 2-8818.

WANTED TO BUY: Tinplate catalogs and other information pertaining to tinplate companies; also Lionel magazines. J. F. Moore, 1417 So. 11th Place, Birmingham 5, Ala.

TRADE OR SELL: All Bon Javelin and Merlin model diesel engines never run. Scientific American boy stunt C.L. trainer and large choice U.S. and British aero. plans, Cash or Lionel 027. All mail answered. Hassell Herrin, 511 School St., Dalton, Ga.

WILL TRADE: new watches three in carton, Benrus Citation Copley, retail $60. Benrus Meteor calendar watch $7150. Benrus Broadway, $57.50 for anything I can use in HO, OO, or O gauge scale. Blt. up equip., kits, parts, etc. Send list with full particulars. P. Mastrangelo, Jr. 740 E. 183rd St., Bronx 58, N.Y.

FOR SALE: 5 Plasticville buildings. Also Skyline bldg. set, home blt, fuel yd., section gang unit, telephone poles, Marx trans., 3 Marx pass. cars, figures, home blt diner, water tank. Sell for $25.00 or trade for HO Mantua Pacific. Bob Meisner, Box 57, Dawson Springs, Ky.

HIGHEST BID: Varney Brute AB. All steel driven wheels powered. Two unit diesel has tremendous pulling power in excel. shape, painted, over $15. by September 20th. R. W. Kreunen, 109 Shepard terrace, Madison 5, Wisc.

FOR SALE: O gaugeg scale locos. and cars. S, P. Mtn. $135.00. S. P. O-6-O switcher $85.00. S.P. Pacific $85.00, S.P. F3 ABBA frt, diesel $150.00, also frt. and pass. cars. Write for list. H. Bagley, 1718 Encino St., Monrovia, Calif.

SELL OR TRADE FOR HO: Lionel train master transformer type A, C&O diesel switcher, 027, 3 pass. cars, steam engine No. 1682, 5 frt. cars, 60 sec. st. track, 30 sec. curved track, pr. manual switches, set auto. switches. M. DeGruda, 6801 Old York Rd., Phila. 26, Pa.

FOR SALE: HO Equipment, locos. and diesels some still in kit form, complete layout. Excel. cond. Reasonable. Send stamp for list. A. Parente, 350 Audubon Ave., New York, N.Y.

FOR SALE: Lionel std. gauge frt. set, 3 switches, 90° crossover, bumper track, access., gd. cond. Henry Ruppert, 90 Sycamore St., W. Hempstead, N.Y.

FOR SALE: Lionel equip., 42 pcs. worth $125. All for $100. List on request. R. D. MacArthur, P.O. Box 248, Yucalpa, Calif.

SELL: English Pacific, valve gear, Ayres tender with Varney 6 whl. Trux smooth running and detailed, and Penn Line jeep diesel, partially blt. both for $26.00. Lt. J. A. Simmons, Staff, COMPHIBPAC, San Diego 32, Calif.

WILL TRADE: English HO Penn. Consol. tender casting and steam chest; also brass frame, for anything in HO. Peter Hamiwka, 811 2nd Ave., New York 17, N.Y.

FOR SALE: O gauge, complete Ives set, No. 1122 loco, 127 MKT, 128 gravel, 129 caboose, transformer, etc. Original boxes. Also std. gauge items Lionel, for any twin motor loco. etc., stamp for list. D. M. Aungst, P.O. Box 256 Lebanon, Pa

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WANTED: HO Varney 10 wh. or Roundhouse O-6-O switcher. State price and cond. D. Bjork, Madison Dam. Ennis, Montana.

FOR SALE: HO custom blt. Bowser 4-6-0-4 articulated with Vanderbilt tender, ready to run $60.00. 5 blt. up Kasiner shorty streamliner pass. cars $15.00. A.M. De Lancey, 2812 Alida St., Oakland 2, Calif.

FOR SALE: O-4-O Ives clockwork eng. and ten. with 3 cars, gd. cond. Also track, 2 switches and crossover, fair cond. Highest offer over $40.00 takes all. C. Shubert, 26 Herrick Rd., North Andover, Mass.

FOR SALE: 4 pr. 6 wh. Red Ball pass. trux, 1 pr. C.V. 6 wh. Spr. pass. trux, 1 pr. Gen. SC. Mod. 4 wh. Spr. pass. trux. Valued at $9.60, highest offer takes all. Phil Peters, 511 E. Morgan Ave., Chesterton, Ind.

FOR SALE: New German Marklin model train HO gauge. 4 auto. switches, crossover, transformer, track and access. Value $150.00. Will sell for $100. J. Henderson, 2701 N. 27, c/o Bill Carroll's Trailer Ct. Lincoln 3, Nebr.

WILL BUY: Lionel and steam O gauge scale rolling stock or track. Ralph Wood, 7242 Fisher Rd., Rt. 4, Dallas, Texas.

SELL OR TRADE FOR HO: Lionel std. gauge loco and tender, 4 frt. cars, 2 pass., station and tunnel. All from 10 to 30 yrs. old. Original paint. C. H. Koch, 170 Haase Ave., Paramus, N.J.

WANT: Main frame, complete with drivers, worm and original motor for Lionel 700E O gauge scale Hudson in gd. cond. 3 rail O.K. will trade same with 25:1 gears, Pittman motor, 2 rail, or cash or swap other O items, L. D. Butts, 54 Slocum Ave., Tunkhannock, Pa.

FOR SALE: Complete AF railroad. Track mounted on 5x934" plywood. Includes saphire signal lenses, 2 operating cars, station and Plasticville signal tower, etc. $75.00 or highest offer. R. Pastorek, 4054 W. 57th St., Chicago, Ill.

HAVE: O gauge tinplate trains, Lionel, worth $60.00. Will sell or trade for HO equip. Send 3c stamp and your list. P. Collins, 45 Beaumont Rd., Rochester 16, N.Y.

WILL TRADE: Heralds, Pictures of Rolling Stock and Engines, sundry items for the postage stamps you receive in the mails every day. Stamped envelope for details. A. J. Roos, 84 4th Av., Garden City Park, N.Y.

SELL OR TRADE: Mantua Booster, ex. cond. Operating Gr. wheat headlight, .22 cal. hammerless pistol, chrome pearl handle, gd. cond. Want HO any Atlantic or Pacific. Make offer, F. DeNardo, 640 Boggs Ave., Pittsburgh 11. Pa.

FOR SALE: Lionel, No. 2032 twin diesel lettered Erie, $20. No. 456 coal ramp and hopper car $9.50 single motored green Penn. G61 with horn, $20. Operating milk car $5.00, others. Want Fairbanks-Morse Trainmaster lettered Lackawanna ingd., cond. S. Vickers, 1308 W. 92 New York 25, N.Y. (Please keep ads shorter, Ed.)

FOR SALE OR TRADE: For HOn3. Penn scale PCC. Mantua Trolley with pole, ICC combine with pole & dummy trucks. 40 poles for overhead, 50' phosphor-bronze wire. $20.00. 20 asstd. frt. cars, Mantua couplers, $20. Aurora switches plus box HO parts, $10.00 $45 takess all. H. H. Phillips, 1877 Huntington, Grosse Pointe, 36, Mich. (Please keep ads shorter, Ed.)

FOR SALE OR TRADE: For HO. Fixed crystal set, magic art reproducer, minute 16 midget camera with coated lens, Magic Tricks, etc. Send stamp, Specify what you are interested in. E. Herr, 324 S. Walnut St., Orrville, Ohio.

FOR SALE OR TRADE: AF Std. gauge loco No. 4000 baggage and coach, 1925 purchase, for S. gauge. Harry Paul, Jewett City, Conn.

FOR SALE OR TRADE: Pre-war Lionel items, No. 226, 225, 238 locos, cars, etc. Also newer items, for pre-war Lionel locos I don't have. G. Rhodes, 34 Mark St., Rochester, N.Y.

TRADE: 350 stamps from all over the world, gd. cond. many mint for TT gauge cars, equip. etc. or cash. D. Messer, 48 Belmont St., Wethersfiled, Conn.

WILL EXCHANGE: Milveston Central R.R. passes for passes on your model pike. Box Coxon, Jr., P.O. Box 300, Milverton, Ont. Canada.

WILL TRADE AF O gauge All. engine, box car and caboose for .049 cub model airplane engine and fuel tank. Leslie G. Tuttle, Box 98 Rural Hall, N.C.

WANTED: Maerkfin HO rolling stock and accessories. D. W. Rosberg, Route 3 Box 252, Bryan, Texas.

HAVE: HO equip. to sell, excel. cond. Send stamp for list. Glen S. Vaughan, 830 Maple St., Fort Morgan, Colo.

FOR SALE: English Alco A powered $13.00, B dummy $4, and Mikado $13. Varney Little Joe $10, 6 Casey Jones switch machines $3.75, Globe UP. ABB $1.50, 15 ft. str. milled roadbed $1., and 10 S.P.S.T. tog. $2.50, all gd. cond. E. Scheer, New Lenox, Ill.

FOR SALE: Lionel O gauge No. 808 frt. set, No. 803, 804, 805, 806, 807, 808 and 831 $10.00 Also have good postcard size prints of steam locos. Stamp for list. W. H. Larkin, 138 E. Louden St., Phila. 20, Pa.

HAVE: HO to trade for O 027 tinplate. F. J. Kotalik, 1904 Auburn Ave., Cleveland 13, Ohio.

FOR SALE: 4'x8' HO layout. Auto. switches with control panel 2 powered Athearn diesels, Silver Streak turntable. 20 frt. cars. G. Menzies, 3448 Greenbrier Rd., Long Beach, Calif.

FOR SALE: Lionel equip. pair 027 auto. switches, Pennsylvania gondola car, 027 crossovers, airline beacon, posters, track and box unopened trees, shrubs, etc. Never used. $15. takes all. D. R. May 52 W. 70th St., New York 23, N.Y.

SWAP: Lionel No. 224 loco.No. 6026 w/tender, No. 6462 gondola No. 6465 oil cars, No. 2461 transformer car, No. 2411 flat car and No. 6457 caboose for 21 jewel pocket railroad watch. Trade U.S. and foreign stamps, covers, album and 120 Ansco Viking camera f4.5 lens and case for gd. 35 mm. camera. E. Miholess, 4900 3rd St., Versailles, McKeesport, Pa.

WANT: AF water tank tower, searchlight tower, black girder bridge crossing gate, street lamp. Leo Barish, 115 Sherman Ave., New York, N.Y.

HAVE: Varney A unit, dual drive B dummy, gd. cond. English Alco A unit, dual drive, still in box. English FM switcher, AF HO Hudson. $55.00 takes all. Will trade even for Tenshodo GP-7 and Lindsay or Varney EMD diesel switcher. R. Fisher, 905 N. 4th Ave., Maywood, Ill.

FOR SALE OR TRADE: Toko 14 mm. Jap camera. Diaphram settings F8, F6-3, F4.5 with 1:4.5 lens and a 2x telephotolens, lens protector, roll films and carrying case. Best offer over $5. W. B. Sandman, 969 Mitcher Ave., Hillsboro, Wisconsin, (Please keep ads shorter, Ed.)

SELL OR TRADE: Almost complete plactic village, track and gateman. Fair, to excel. cond. Cost over $40.00, sell best offer over $18.00 or trade for Lionel cars, locos, Gargraves track. G. H. Bartlett, Jr. Delano Park, Cape Elizabeth, Me.

WANTED: RMC Oct. 1954 to March 1955. Also want names of HO model rails in area of Bowling Green, Ky. Donnelly, Box 665 Bowling Green, Ky.

SELL OR TRADE: 2 complete O gauge Lionel outfits, Santa Fe diesel frt. and 726 steam type frt., pr. switches, crossing gate, 60 pcs. c. and str. track. Excel. cond. $80.00 or HO equip. D. Smerdon, 510 South St., Avoca, Pa.

FOR SALE: TOY TRAINS magazines March, April, December 1953 to Winter edition, all seasonable. M. Tatlovich, 3228 S. 55th St., Milwaukee, Wis.

NEED: 4",6" and 8" wheels with flanges for outdoor R.R. Can use castings. Will trade new HO, S or Lionel equipment for agreed prices. D. Percy, 48 So. Main St., Brattleboro, Vt.

FOR SALE: $6.50 edition Model Railroader magazine for year 1951 (Vol. 18) in like new cond. for $3.50. R. Leitch, 12815 Woodside Ave., Cleveland 8, Ohio.

FOR SALE: Lionel diesel switcher ..o. 623, $18; transformer type RW, $8. 2 pr. 027 auto. switches $8. 10 plasticville bldgs. 4 sec. Gargraves track. 30 sec. 027 str. track and 10 sec. c. track $6. W. P. Noble, Jr., Box 161, East Berlin, Conn.

FOR SALE: Varney 4-6-4 all brass kit purchased Dec. 1954. Elesco heater, Warren casting, $55.00; Mantua Mikado $35.00. Both engines and tenders super detailed. Photos to interested parties. R. Frankenberger, 48 Cambridge St., Manchester, Conn.

WANTED: Motor 12v D.C. from AF Hudson or pre-war HO. If you are willing to sell, please contact me. J. A. Tosland, Strathroy, Ont. Canada.

FOR SALE OR TRADE FOR HO: Lionel 027, gd. cond. auto. dump $4.50; No. 3461 auto. lumber $4.00; No. 2257 caboose $2.00, No. 2452 gond. $2.00; whistle-tender $4.00; Sunoco tanker $2.00; pr. Marx man. sw. $1.50; auto. gateman $2.00. Fair cond. 6 sec. c. and 6 sec. str. Lionel track $1.00 R. C. Hickman, 1319 W. 110th St., Los Angeles, Calif. (Please keep ads shorter, Ed.)

WANTED: O scale 2 rail kits and access. Have Webster No. 56-5 record changer, 78 RPM to trade. R. E. Morris, 19 El Camino Real, Vallejo, Calif.

FOR SALE: Lionel O gauge electric type twin motor loco. No. 256. Runs gd. Looks new, $45. J. Schiffer, 70 South 9th St., Brooklyn 11, N.Y.

WANT: Lionel baggage No. 2615. Have for sale or trade for Lionel or HO, Globe stock $2.00, 2 Varney box. $2.00 ea. Varney covered hopper w/Talgo trucks, $3.00 MDC ore car $1.50 1/t/c. Varney Gon. $1.75, Ulrich gon. $2.25, Mantua box, $2.25, Varney cattle $2.00 or all for $18, or make offer. T. Coop, 96 Cottage Lane, Walnut Creek, Calif.

FOR SALE: AF stockyard and car, 16 pcs. str. and curved S track, uncoupler. Sold to best offer, not sent PP. Will include plastic rule, gas station and misc. signs. R. Zemljak, Rte. 1, Box 71, Butte, Mont.

HAVE: Railroad Model Craftsman 1946 to 1955, HO Monthly and Model Trains from 1st copy to 1955, Model Railroader 1946 to 1955. All excel. Sel. frt. cars, etc. and power pack. Scout truck is breaking up layout. Send for list. E. W. Munzing, Scoutmaster, Apt. 247, 44 Annunciation Rd. Roxbury 20, Mass.

TRADE OR SELL HO: Varney 4-6-0 new, test run only. ATSF 4-4-2 blt. up, very smooth running; Globe AB diesel, single Varney power truck. 23 assid. frt. cars, some blt. up, most kits, coach, combine, RPO baggage, 40' baggage, 3 troop slepers converted to baggage, all blt. up. 2 blt. up cabooses. Want HO street cars or light interurban equip. E. R. Karres, 901 S. Wittenberg Ave., Springfield, Ohio.

SELL OR TRADE: GMC O Gauge F-3 A-B-A diesel. Fluid drive Mars headlight. Perfect cond. F-7 side grills, Unassembled. Want HO Bowser 4-6-6-4 and Kemtron tender and Penn Line 2-10-0. Prefer kits, but may accept blt. up. Also have other O items. L. D. Butts, 54 Slocum Ave., Tunkhannock, Pa.

WANT: 22 sections O gauge strt. track in gd. cond. James Reske, 2115 Blake Ave., Racine, Wisc.

FOR SALE OR TRADE: HO cars, parts and track. Excel. cond. Trade 10' Ga. graves tract. Stamped envelope for list. N.R. Jr. 769 Clay Dr. Akron 11, Ohio.

SELL OR SWAP: For radio equip., FM or ham. Entire layout of HO Mantua, Pacific, MDC, 600 asstd. diesels, brass shifter, single and double track, bridges double slip switch, Scintilla power pack. Atlas track with Truscale roadbed. Car kits new and used. Everything 40% off list. A. B. Smith, 916 E. Ellsworth, Salina, Kansas.

FOR SALE: Lionel 027 train equip. Electric and hand switches '54 diesel switcher, 2-8-4 engine and tender 2-4-2 engine and tender, 8 cars, track, strt. and curvd, houses, light towers, bridges, signals, etc. $75. or sell separately. B. N. Dreher, 14 Del Rio Dr. Rochester 18, N. Y.

FOR SALE: HO, Switching to HOn3, 2-8-84 artic. w/4 wh. tender. Ultra super detail sprung drivers, painted. First $165 takes. Also Varney Northern, partially assembled. Excellent. First $75 takes. Have assid. frt. and pass. cars blt. up. Stamped envelope for list. P. S. Whitson, 603 W. Division St. Pleasanton, Calif.

FOR SALE: OO Gauge layout. 2-8-8-2, 4-6-4 Lionel, 4-4-2, 4-6-4 electric P-5-A A unit diesel. Electric and diesel need work. 70 frt. and pass. cars, 700' rail, 700' tie stripe fiber, 12 switches 12 switch machines. All equip is D.C. 2 rail in gd. cond. $300.00. L. Feldman, 572 Lincoln Way East, Chambersburg, Pa.

SELL: Lionel No. 623 AT&SF diesel switcher $16.25. No. 140 Banjo signal $3.85. Varney HO bay window caboose w/metal floor and platform figure $4.00. W.P. orange feather steel box car $4.00. D&RGW goldola $2.00. Excel. cond. List 3c. H. L. Ashley, 50 Saratoga Ave., Yonkers 5, N.Y.

FOR SALE: UP Big Boy, 4-9-94 gamaster craftsman blt. from scaled down UP plans, $100.00. Also International Alco hood unit diesel switcher painted for UP, assemb. but not run. $13.00. All inquiries answered. C. M. Tanner, 18154 Rancho St. Tarana, Calif.

FOR TRADE: Hobbytown road switcher with dual drive, partially assembled. Want big steam loco. Mantua Mike, Bowser Mountain or others. J. W. Hartmeyer, Hamilton Park, Muncie, Ind.

HAVE: Excellent Lionel equip. for sale, 3 pr. switches, track and trains. Send stamp for list. Frank Chenault, 475 N. Garland St., Memphis 4, Tenn.

FOR SALE: AF equip. used 1 month. AF loco. 4-6-2 CC & S. Baggage car, 3 coach cars, LH switch, Ill. bumper, transformer, etc. Sacrifice price complete $25.00. We pay postage. First remittance takes set. I. Sperling, 1 Fisher Drive, Mt. Vernon, N.Y. (Note: Ad was too long. Abbreviations were necessary. Keep short to insure publication. Ed.)

GOING! GOING! 2 AF 100 w. 8B transformers sold to highest bidder or trade for HO power pack and or other equip. Harold Peterson, 74 N. Lincoln, Lombard, Ill.

TRADE: Back issue of radio magazine QST, CQ and Radio News for the years 1947-48-49 for HO gauge items or back issue of train mags. or antique buttons. D. McKenzie, 2119 Douglas, Rockford, Ill.

FOR SALE: Lionel 022 sws. new, $16.00. LH sw, gd, cond. $7.00. 2 No. 6440 pull., No. 6441 obs. green pass. car, ex. paint, make offer. 90° crossing $1.50., track gd. 10c. All O gauge, Jr. Russell, 3814 Arthington Blvd., Indianapolis 18, Ind.

HAVE: HO Equip. to trade. Want TT. Also Norelco electric shaver. Send list. Harlan Lane, 119 Broadview Ave., Kingsport, Tenn.

FOR SALE: Lionel train set No. 1477S. 36 sec. O track, coal car, 3469, crane car 6460. Marx station No. 4414-18, crossing bell 418. Sell separately or together. William Duffus, 503 Regent, Transcona, Man. Canada.

WANTED: 2 No. 2442 Lionel pass. cars, fair to gd. cond. with socket. Trucks not necessary. J. Sterner, Jr., 91-38—114th St., Richmond Hill 18, N. Y.

SWAP: O Gauge General models diesel switcher, 2 rail D.C. Ho Trix, Maerklin AF coaches, frts., tracks, want O gauge Lionel 624 C&O diesel switcher, Lionel 2032 Erie AA diesel, S gauge AF 3745 T&P double switcher, AF rocket set, K5364. Frank Karn, 3658 Louisiana Ave., St. Louis 18, Mo.

WANTED: O Gauge Lionel, AF engines, cars, 3 rail. L. E. Andrus, R. No. 1, Box 849 Sandy, Utah.

SWAP: Variety of HO and HOn3 equip. for firearms, 12 gauge shotgun preferred or photography equip. Stamped envelope for list. Capt. Donald Rose, P.O. Box 366. Barksdale AFB, La.

SELL OR SWAP: Books on magicians' secrets. Will take HO equip. in trade. Send for list. Ludwig W. Bros., 16 Starview Ave., Waterbury, Conn.

WANTED: PRR HO locos. especially GG-1 or steam. Also PRR or DL&W MU's. Roger W. Clare, 32 Union St., New Brunswick, N.J.

FORCED TO SELL: Lionel O gauge layout. Send stamp for details. Phil Rand, Box 98 Egypt, Mass.

WANT: OO Midlin rail on ties. Do not need ballast. Len Frankel, 711 Rutland Ave., W. Englewood, N.J.

FOR SALE: Lionel O gauge, 4 pr. 022 switches, N.Y.C. diesel, PRR turbine, 4 UC S. 9 cars, K.W. transf., approx. 40 pcs. track. Make offer, Mike Weisbach, 334 Westside Cincinnati 8, Ohio.

TRADE: New blt. up Penn T1 4-4-4-4 with dual drive, want diesels. Robert Lowe, 29A Bay Shore, N.Y.

PASSES PRINTED: For HO equip. Sample, details on request. F. Feulner, 305 Elm Park Ave., Elmhurst, Ill.

SWAP OR CASH: Std. gauge loco. No. 33, NYC with pullman No. 35 and obs. No. 36, 10 sec. st. a d 14 C., 2 man. switches 1 LH, 1 RH for O gauge Lionel. All replies answered. L. F. Koeneman, 2518 N.W. 26th St., Fort Worth 6, Texas.

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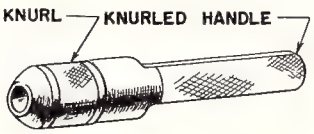
WANTED: OO gauge locos. frt. and pass. cars. Prefer Lionel, send list. M. Fowler, 133 23 rd St., Newport News, Va.

WANTED: International, all brass Pennsy X-29 prototype box car. Kit or blt. up. Must be gd. cond. David Larson, R.F.D. 1, Box 267, Suffern. N. Y.

HAVE: 7mm. Spanish Mauser 1893 model, gd, cond. No. 1330 Fleischman elec. worth $50.00. Want HO heavy frt. motive power, Bowser Mt. Bowser art., Penn. T1, Varney Berkshire or what have you. C. H. Angstadt, 403 N. 10th St., Reading, Pa.

FILING TAPERED PINS



TAPERED pins filed from brass or copper wire prove very handy around the model railroad for more purposes than pinning the eccentric on the crank of the old Varney engines. Where a hand-rail wire or piece of piping runs into a boiler or cab casting and you do not have the exact size drill required and cannot solder it fast inside, jam it in place with a tapered pin. Where threads have been stripped from a hole or you wish to retap to a smaller size, file up a tapered pin, jam in the hole, and cut off the excess.

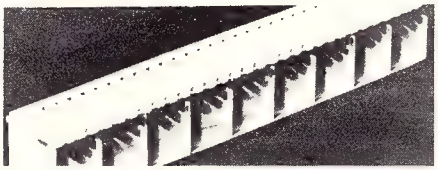
It is easy to file a fairly round tapered pin by grasping a piece of suitable size wire in a pin vise, similar to the one shown in the sketch. Hold this in your left hand with the wire resting in a groove of about half the thickness of the wire in depth that you have filed in the edge of your workbench. The file in your right hand will then not only file, but help hold the wire in the groove.

The trick is to rotate the wire with your left hand while you are filing with your right hand. What makes it even trickier is that you have to rotate the wire in the pin-vise *against* the motion of the file. That is, when you are pushing file away from you, the wire revolves toward you and vise-versa. This takes a little practice, but once it is mastered, you can file tapered pins quite easily. Often, by the way, before you use them you may find it expedient to flatten one side of such a pin with a file.

Grade Crossing Detail

Reading lines

GRADE CROSSING DETAIL on the Reading at Essington, Pa. on a freight only route to Chester. Note the tall, tall gates, the telegraph poles, and the ancient banjo (or Hall) signal on this side of the line, and the stilted gateman's tower, the freight station, once also used for passengers, and the outdoor privy on the other side. The high tension tower and line paralleling the track and the electric wires crossing the railroad are also worth noticing. Almost any grade crossing will give you lots of details that can be incorporated with good effect on a model grade crossing. The more you study a picture like this the more you see.



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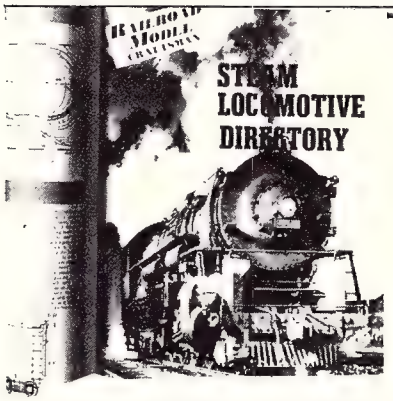

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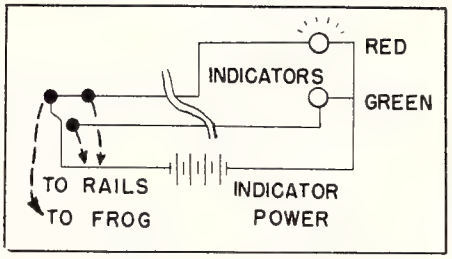
Switch Indicator Lights



THE model rail who wishes to have red and green indicator lights on his control panel to show which way a switch is thrown has his choice of two fairly simple methods when he is using any of the various double solenoid switch machines. Which method to use will depend on the cost of the wire vs. the cost of special toggles.

The easiest from the standpoint of wiring is to use the special Walthers E-201 toggle to actuate your switch machines. This has the appearance of a regular DPDT center-off toggle switch and acts the same way, except that between the off and either "on" position there is a wiping or momentary contact which makes a circuit to the switch machine, throws it, and then is cut off as you throw the toggle all the way over. In the "all the way" position the contacts of the E-201 may be used to light indicator lights on the control panel, on another panel, to route electricity past the switch points and so on. Since wiring directions for this are given with each one purchased, there is no point in going over them here.

Real railroads do not have their indicator lights work from the lever in the tower, but from down at the switch itself, since for one reason or another the switch might not throw when it is supposed to. This is not of too much importance to a modeler who is not running heavy trains with human beings, but it can be done. That would require utilizing the auxiliary contacts found on almost all switch machines (or available separately) to work the indicator lights. You would then know if the switch machine threw over, but of course there would be a possibility of failure in the machine-switch linkage or dirt behind the points—nothing is really positive except at great expense and trouble.

The circuit for this is shown herewith. If a separate power supply as shown is provided for all indicator light power—it can even be low voltage A.C. when propulsion power is D.C. —then the same switch machine contacts can be used for carrying the power positively around the switch points. This is shown in dashed lines on the drawing. Wiring of the switch machine itself is not shown. This is quite straightworward, but a great deal of wire is required. While it looks compact in the drawing, the stretch of two wires with the double lines across them will be all the way from your control panel to the switch machines *in addition to* the normal two wires to actuate the machine itself. You will have to weigh the possibilities of false indications, the cost of wire, and the slight additional cost of the E-201 over the usual SPDT toggle used to actuate switch machines.

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Plymouth; Hobby, 223 Angel
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Waterloo; Kemp's, 512 W. 4th
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Paducah; Sports, 215 Broadway
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This Railroad Model Craftsman dealer section is designed to acquaint you with your local hobby supplier, whereever you might travel. It is the most complete dealer listing ever published . . . every effort has been made to make it complete and accurate. For the benefit of our other readers, if your local hobby supplier is not included on any of these pages, please send his name and address to:

Dealer Editor
RR Model Craftsman
Ramsey, New Jersey
Railroad Model
Craftsman

Coming Events

EAST ORANGE, N. J., Nov. 5th, 6:30-12:00 PM. Esses Connecting Railroad Model Club exhibition of their HO model layout. Also exhibition of models. Modelers in vicinity are urged to bring their best for display. Details from H. Rosoff, secy. Admission Adults 25c, Minors 10c. Basement First Reformed Church, corner Halstead St. and Main St., East Orange.

CLUB SECRETARIES: Items for this column should be submitted at least eight weeks prior to publication date. November happenings should be sent to Ramsey, N. J., no later than September 5th. December events should be sent us no later than Oct. 5th. Items not having time value will be placed in earliest possible issue.

Fan Trips

PITTSBURGH, PA., Oct. 23. Rail-Fan Circle Trip, sponsored by South Hills Model RR. Club, 824 Brookline Blvd., Pgh 28, Pa. Circle from B&O Station Pgh thru Connellsville, Uniontown, Fairmont, Wheeling, and return to Pittsburgh. About 9 hours, 273 miles. Fare $5 (no half fares). Snack car on train. Info and tickets from C. B. Kent, Jr., Program Chairman, 1680 Washington Rd., Pittsburgh 28, Pa.

Club News

SAN FRANCISCO, CALIF.: Golden Gate Model Railroaders Inc., now have room for a limited number of new members. Club meets every Wednesday 8 PM at 310 De Montford St. The club is HO, incorporates both HO and traction in the large club pike. Tractioneers are especially welcomed. Contact A. E. Rushton, publicity manager.

New Catalogs Received

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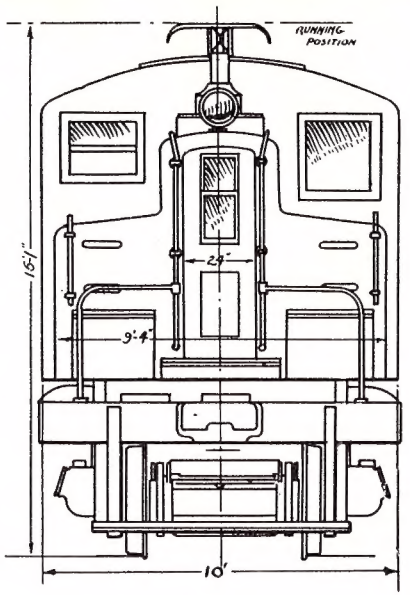

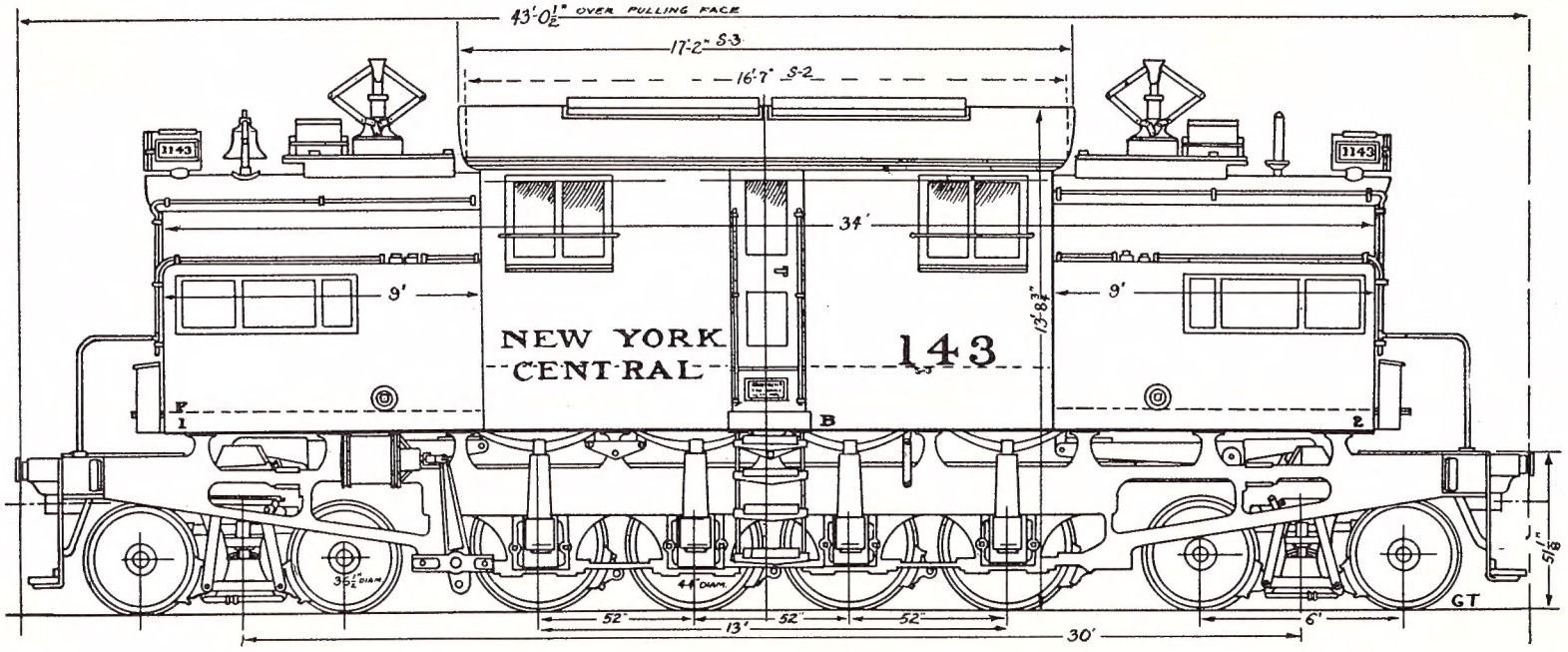

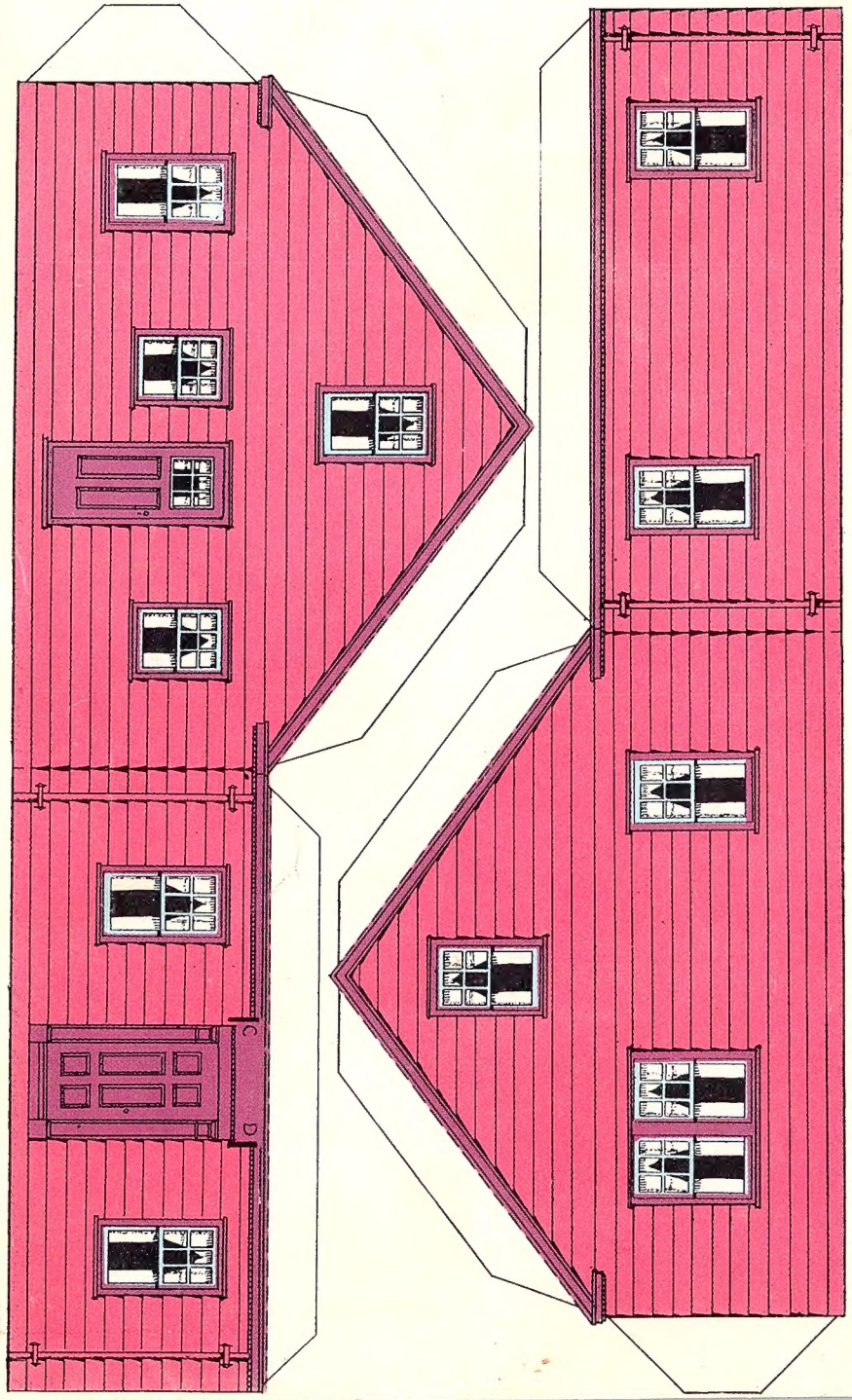

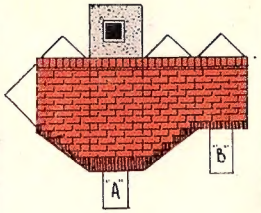

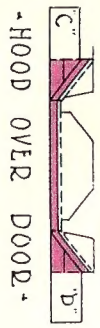

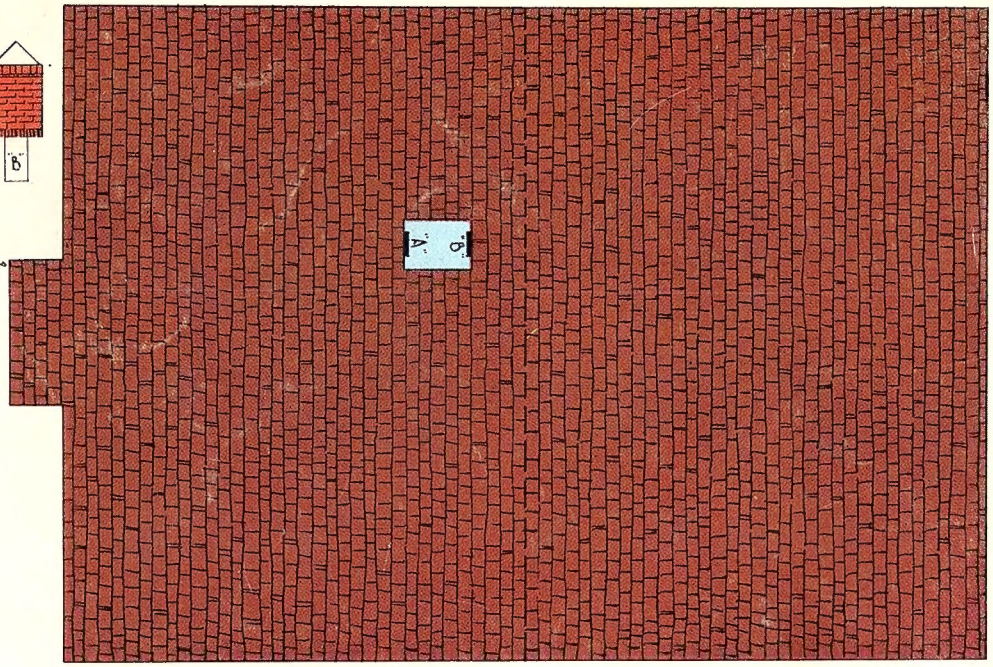

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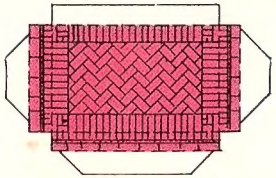

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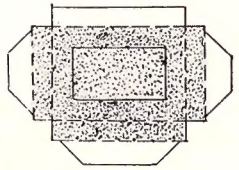

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